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TRANSFER & STORAGE

Vol. XV., No. 1

NEW YORK CITY

JANUARY, 1916



IN THIS ISSUE:

Experiences with
Public Utility Control
in Minnesota;
by H. L. Halverson

Illinois Storage Conditions
under Utility Control;
by R. W. Wood

Furniture Remover
Not Common Carrier
Is English Decision

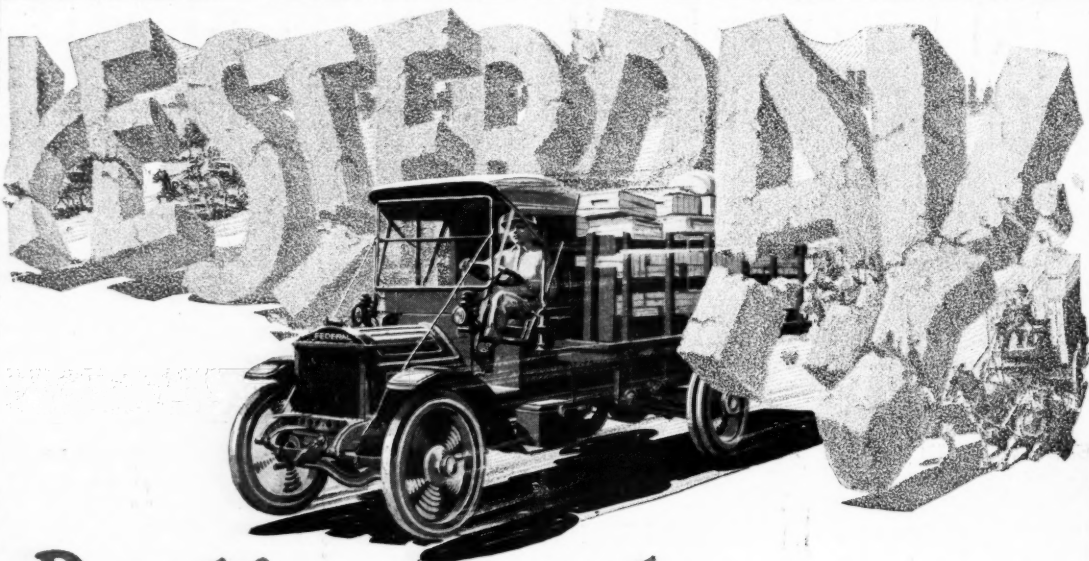
Local Associations
Elect Officers

Free Storage Time
on Export Shipments Cut
at New York City

Transfer and Storage
in American Cities—
No. 5—Louisville, Ky.



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THE TEAM OWNERS' REVIEW



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TRANSFER & STORAGE

PUBLISHED MONTHLY AT
35-37 WEST 39th STREET
NEW YORK, N. Y.

Established in 1902 as The Team Owners' Review

W. D. LEET - - - - - GENERAL MANAGER
H. T. LAY - - - - - MANAGING EDITOR

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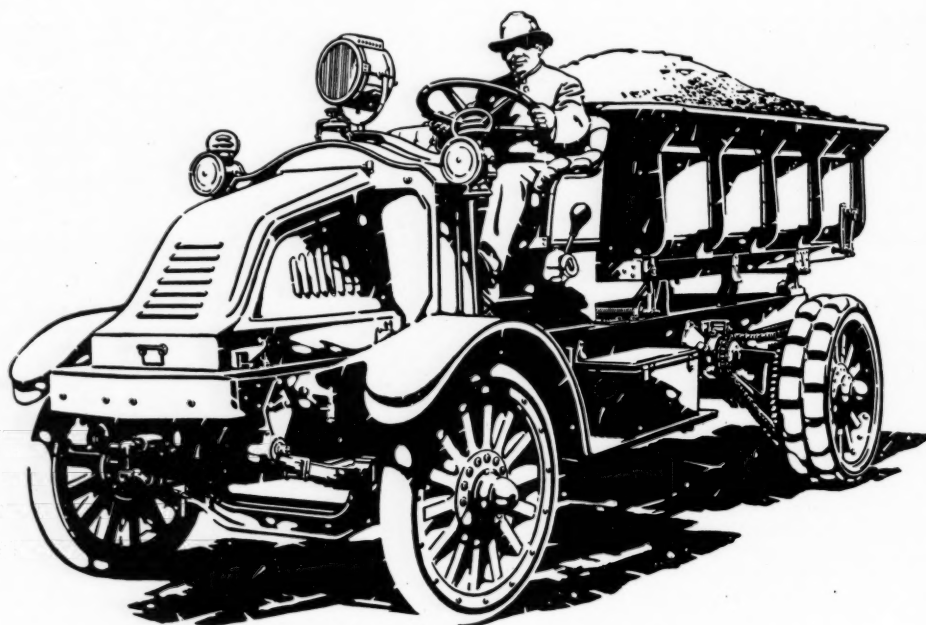
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TRANSFER & STORAGE

PUBLISHED MONTHLY

Application for Admission as Second Class Matter at Post Office at New York, N. Y., Pending.

Volume XV

NEW YORK CITY, JANUARY 1, 1916

No. 1

Greetings from our new location! Following the investigation made by our editorial representative into transfer and storage conditions in New York City, brought about by the statement of the editor of the Bowling Green Van & Storage Co.'s "Bulletin" that New York City is to the transfer and storage industry what Paris is to millinery and dress making, and his (our representative's) confidential report to the office that such was nearly the case, TRANSFER & STORAGE packed up its goods, shipped them over the B. & O.—no advertising intended—and is now located in the center of things!—almost. The reasons and the why and wherefor of our leaving Pittsburgh after 14 years beneath its starry skies, will be found elsewhere.

* * *

Prosperity—we're still harping on the same subject—is still with us; all of us that is, but there seems to be much talk as to the duration of this state of affairs. Lots of people are howling that at the end of the war we'll be up against it along with our well-liked but benighted friends on the other side of the puddle. Maybe so, but if this prosperity is not to be as permanent as prosperity can be, then it is the opportunity of these United States to see to it that it will be. It will be noticed that England is complaining of a lack of ships. And England has always been the maritime nation! If England needs them, do we?

* * *

Of the four papers on the Public Utilities situation read at the American Warehousemen's Association's convention in New York City last December, that read by H. L. Halverson of the Boyd Transfer & Storage Co., of Minneapolis, published in this issue, is doubtless the most enlightening, for he tells not only what is expected to be accomplished in Minnesota but the plans laid and the actions taken to insure that what is accomplished will be fair to the men in the transfer and storage business.

* * *

Activity among municipal governments, caused by the butchers, the bakers and the candle stick makers, aiming to put the transfer of household goods under municipal regulation by requiring the reporting of all removals to the police department or the city clerk's office continues. Newark, N. J., is still fighting against such an ordinance and stands a goods chance of winning out. The transfermen of Cadillac, Mich., have recently had a similar ordinance wiped off the books in their city.

* * *

The Allegheny County Team & Motor Truck Owners' Association of Pittsburgh, Pa., has defeated the ordinance requiring lights on all vehicles after dark on the grounds that it was impossible of enforcement. Lights on wagons, the association said, are impracticable. Aside from their

impracticability, such ordinances are fine specimens to be added to the Smithsonian collection of the most useless things in the world. Why carry lights on wagons in cities, which are so well lighted that a wagon can be seen blocks ahead by a motor car driver, and the light on the wagon would be of no value in preventing a collision. Lights on all vehicles in suburban and country districts not well lighted may be a good thing, although all motor vehicles carry powerful head lights that throw a wagon or another vehicle into bold relief the minute they strike it, but why lights on vehicles using city streets?

* * *

Probably the thing of most lasting benefit that a local transfer and storagemen's association could accomplish for its members would be the elimination of seasonable leasing. The greatest problem in the household goods storage field is the men that do the work. Seasonable leasing makes it necessary to employ good men for short periods or poor men for short periods. If you get good men you want to keep them but it can't always be done. If you get poor men you want to let them go as soon as possible but you don't want to take the chance of hiring them the next year or more like them. The employment of poor men means dissatisfied customers and damage claims. All year leasing would be a benefit to the general public as well, for they would not be rushed in their moving. Plumbers, steamfitters, electric wirers and telephone employees would all rejoice as would the heads of those businesses, if all year leasing were brought about. Landlords would be more at an advantage, too, for they would not be obliged to give concessions on un-rented property between seasons.

* * *

On an appealed case, two justices of England's higher court have held that a furniture remover is not a common carrier and therefore is not liable under the English Carrier's Act for damage to goods in transit, the distinction between a common carrier and a furniture remover being that the latter only carries goods by special contract. The decision affects all transferring as well as household goods removing interests. Leave to further appeal was given, but in the meantime, this constitutes an important judgment and helps to define the status of the furniture remover.

"Rad" gets his name on the first page this month by writing us that a woman in St. Joseph, Mo., has asked for a divorce from her husband because he caused her to move twenty-three times in their eight years of married life. We wonder what one of our friends in St. Joseph got this business and hope that the divorce will not be granted so that no one's business may be injured.

Will P Jay

Transferring Transfer & Storage

SERVICE to its readers is the keynote of the policy of **TRANSFER & STORAGE**. What is of advantage to **TRANSFER & STORAGE** directly is indirectly of still greater advantage to the men in the transfer and storage business, for **TRANSFER & STORAGE**, unlike most papers of its kind, has a mission, and its mission is to do its utmost to improve conditions in the transfer and storage business by giving the men in the business the news of the trade that influences for good or bad, by acquainting them with the thought of the leaders in the industry on topics of moment, and to help them to help themselves to make their business profitable and pleasant to them, and by giving them any reasonable service they may request.

The carrying out of this policy has necessitated many changes since two years ago next month, when the present management took hold. We have been told that we have improved the paper. When we ourselves are fully satisfied with **TRANSFER & STORAGE** and all its works, we sincerely hope that someone in authority will see to it that we are deported to some less progressive atmosphere.

Progress means changes. **TRANSFER & STORAGE** has changed considerably since the present management came in. The only change that has not occurred has been in its clientele in the transfer and storage business. This has not changed except to increase.

Perhaps the changes have been too fast and furious for some of our readers, but we doubt it. Within the last month we made the greatest change in the history of the publication.

Established in Pittsburgh in 1902, **TRANSFER & STORAGE**, up to the present number, had been published regularly in the Steel City, never once in its life having missed an issue. Pittsburgh became identified with **TRANSFER & STORAGE**, so far that at conventions, when meeting a representative, the transfer and storage man would say "TRANSFER & STORAGE? How's Pittsburgh?" We hesitated a long time—and two years is a long time—before we decided to break the association of Pittsburgh and **TRANSFER & STORAGE**. But the growth of the paper, the plans laid for **THE TRANSFER & STORAGE DIRECTORY**, and several other reasons finally prompted us to call up the Murdoch Storage & Transfer Co. at Pittsburgh and order that firm to pack and ship our office furniture and records to New York City, sending them through Morgan & Bro. of the latter city. They came through in first class shape.

In many ways Pittsburgh was a good location for us. It was half way between New York City and Chicago and subscribers in both places got the paper the same day. It was slightly nearer to the Middle West also, where **TRANSFER & STORAGE** has a growing list of friends. From Pittsburgh we could get to Chicago overnight, or New York City overnight.

But Pittsburgh was not a publishing center. The final decision was made to move to New York City shortly after we found that **THE TRANSFER & STORAGE DIRECTORY**, which is planned to be a first-class work, could not be published in Pittsburgh, there being no printing plant in Pittsburgh capable of handling it as we desire that it shall be handled. Nor is Pittsburgh a transfer and storage center although there are many progressive and thoroughly live transfer and storage companies there.

New York City is the world's publishing center. Chicago is probably second. New York City and Chicago are about equal as storage centers, although New York City will prob-

ably have an early development in this respect owing to its geographic location, necessitating apartment house growth. It thus became a question of leaving Pittsburgh to insure the publication of **The Directory**. New York City and Chicago were considered. New York City was chosen because the management of **TRANSFER & STORAGE** was already acquainted in that city and could more simply make arrangements for the publishing of **TRANSFER & STORAGE** and **THE TRANSFER & STORAGE DIRECTORY**.

Now that **TRANSFER & STORAGE** is in New York City—our address is 35-37 West Thirty-ninth street, in the heart of the publishing center,—we are availing ourselves of all the advantages our new location offers. You will notice a different style of type all through this issue of **TRANSFER & STORAGE**. This permits us to get more reading matter on a page and at the same time have a page that is as easily read as with the old style of type. Thus we give our friends more reading matter each month without greatly increasing the number of pages and the expense to us.

We are in closer touch with the New York Furniture Warehousemen's Association, the New York Team Owners' Association—may it be as successful as the Allegheny County organization at Pittsburgh—the country's biggest van owners' association and various other interests which will help **TRANSFER & STORAGE** to grow and to better fulfill its mission in the transfer and storage industry.

Other changes may be noticed in **TRANSFER & STORAGE** this month, and hereafter, but we are getting settled into permanent shape as far as the things of greatest moment are concerned. Beginning with the February number, **TRANSFER & STORAGE** will be issued regularly on the first day of each month.

Much as we disliked to break the association of years in Pittsburgh, we firmly believe that our new location means a bigger and better paper of ever increasing interest and value to the men in the transfer and storage business, and we hope that this prediction will be borne out by the future of both **TRANSFER & STORAGE** and **THE TRANSFER & STORAGE DIRECTORY**.

Standardizing Street-Traffic Regulations

The Safety-First Federation of America has compiled a code of street traffic regulations which it recommends for adoption throughout the country as a means of standardizing street traffic control and rendering uniform the now confusing and frequently conflicting regulations in force in different cities. The federation has no power to do more than suggest, but its suggestions in this instance have the great merit of embodying the best local legislation dealing with street traffic.

Busching President at Cincinnati

The Cincinnati Team Owners' Association elected the following officers at the annual meeting on December 9; president, George Busching; first vice-president, Ed H. Franz; treasurer, Fred Wuenker; secretary, George Reichel; executive committee, Charles Bailey, Harry Yanney and William J. McDeavitt.

Merchants Urged to Help in Foreign Congestion

Contributing to the freight congestion which now prevails at New York Harbor points and the embargoes against the receipt of freight, both domestic and export, for transportation to New York City, whose terminals are already overflowing, is the accumulation of freight at the railroad and steamship terminals awaiting removal by consignees.

The storage capacity of our rail and steamship terminals is limited by reason of our peculiar location, and in order that these facilities may be utilized to their full working capacity, it is essential that a constant and regular flow of freight through the terminals shall be maintained.

Terminal Blockades

Merchants and receivers of freight can be of great assistance in relieving the City from present conditions by more thorough co-operation in the regulation of their shipments from interior points; by the issuance of prompt disposition instructions upon receipt of notice of arrival of freight, so that cars may not be held, filling up valuable space in the terminals; and by the prompt and more equal distribution of the removal and delivery of freight at the terminals. The terminals should not be used for storage or warehouse purposes, as this occupies valuable working space and discomforts shippers and receivers.

In dealing with a situation here in a formal case involving the receipt and delivery of freight at rail terminals, the Interstate Commerce Commission said:

"It would appear that the teamsters and shippers are themselves responsible for much of the delay, in that the hauling to and from the stations is not more uniformly done throughout the day. The practice of hauling inbound freight in the early morning hours and outbound freight during the late afternoon results in congestion that would be greatly relieved if the handling were distributed more evenly."

Duty of Receivers

As our commerce is being materially hampered by the great increase in traffic, it is of the utmost importance that all who can should lend a helping hand in relieving the congestion. While a great responsibility rests with the carriers and there is an apparent lack of efficiency in the operation of the railroads, the shippers and receivers should remove any contributing causes for which they may be held responsible.

It is therefore urged upon all shippers and receivers that consideration be given to the suggestions that have been offered and that their shipping departments be required to co-operate with teamsters in the prompt handling of freight and its more even distribution through the day. The team owners would welcome a more even distribution of their business of haulage.—"Greater New York."

Erie Ferry Rates

The Erie Railroad Company published a tariff to become effective March 25, 1915, proposing to increase the local ferry rates on vehicles and animals between Jersey City and New York City. Because of the numerous protests against the proposed increase, the Commission ordered a suspension of the proposed tariff pending an investigation and a hearing. To certain users of the ferries employing horse-drawn vehicles the proposed increase would have ranged from 56 per cent. to 169 per cent.

In justification of the proposed increases the Erie Railroad contended that (1) the change should be allowed in order to place the ferry charges upon a more equitable

basis in their relation to the different classes of vehicles and with reference to the value of the service, and (2) in order to enable the Erie to secure additional revenue from the ferry service and a reasonable return on the investment therein. The railroad also contended that, as only local ferry traffic between New York City and Jersey City was involved, the Commission had no jurisdiction over the rates.

Supported by the decision of the Supreme Court of the United States in *New York Central Railroad v. Hudson County* (227 U. S. 248), the Commission assumed jurisdiction. In rendering its opinion the Commission said:

"While we do not wish to be understood as condemning the theory on which the proposed rates are based, we are of the opinion that such an increase in rates as is here proposed is not necessary in order to remove any inequalities that may now exist. . . . From the facts and circumstances of record, we are of the opinion, and find, that respondent (the Erie Railroad) has not justified the rates hereunder suspension."

Stetson President of St. Paul Association

C. C. Stetson of the Fidelity Storage & Transfer Co. of St. Paul, Minn., was elected president of the St. Paul Draymen's Protective Association at the organization's annual banquet at the Commercial Club in St. Paul on December 28. J. S. Johnson was selected for vice-president, J. A. Brunelle for treasurer and W. M. Babcock for secretary. The officers with W. J. Schindler and F. J. Dunn, will compose the executive committee. Bartholomew Sughrue, former president, presided at the meeting.

The vehicle tax which was proposed by the city council was discussed, the consensus of opinion being that while a low and moderate tax may be reasonable and inevitable, it seems but just that it only apply to the teams, and that the funds produced from the tax be devoted solely to the upkeep and improvement of streets already paved. If a tax were made strictly on vehicles, it would prove hardship on transfer and draymen who necessarily have more vehicles than they ever use at one time.

Freight House Provision for Motor Trucks

There are evidences that the more progressive railroads may be prevailed upon as soon as demand becomes a little stronger to install special provisions at freight stations for the quick handling of truck loads.

Such provision is unquestionably necessary to secure the greatest motor vehicle efficiency. As trucks increase in number and business men better understand the requirements for economical operation pressure on the railroads to co-operate in this improvement of efficiency is sure to follow.

A start has already been made at the instances of concerns that receive large shipments of freight and who have demanded that they at their own expense be allowed to install satisfactory facilities at the freight houses for the handling of their goods.

Special cranes have been installed by such an arrangement at the Broad street station in Philadelphia. These are adapted to lifting a removable body from a truck chassis so that it can be loaded while the truck is away, and for replacing the loaded body. The Pennsylvania railroad has permitted the installation of like equipment under similar arrangements at Baltimore.—"Motor Truck."

Demurrage Problems

The fact that there is something like \$8,000,000 demurrage assessed by the railroads in this country every year proves that it is an important problem for every business man.

As is well known, the railroads formerly handled their demurrage matters through co-operative bureaus. These bureaus are fast being given up, for instance, it was some years ago that the one in eastern Pennsylvania and New York was abandoned and on July 31 last the bureaus with headquarters in the following places have been abandoned: Duluth, Minn.; Butte, Mont.; Omaha, Neb.; Chicago, Ill.; Minneapolis, Minn.; Milwaukee, Wis.; Kansas City, Kan., and Peoria, Ill.

In New England they have been very much interested in demurrage for several years and as a result of their agitation they secured the appointment of a demurrage commissioner who holds a unique position. The railroads or their customers have a perfect right to go to the commissioner as an arbitrator in any questions of dispute relative to demurrage. He has held this position for nearly 5 years with a great deal of satisfaction to the shippers.

It has been suggested that the appointment of similar officers in different parts of the country would do much to lessen complaints arising from this source. The National Coal Association is taking this question up with the officers of the various organizations and it is hoped that some equitable solution may be worked out that will prove of benefit to all concerned.—From "The Retail Coalman."

To Protect Transportation

Bills of lading are issued by common carriers, usually railroad and steamship companies, acknowledging the receipt of merchandise for transportation under standardized conditions, with specifications as to quantity, quality and responsibility for safe delivery to consignees at destination. Their use by shippers, in connection with drafts on the purchasers of the goods, constitutes a widespread and essential bit of financial machinery with which to facilitate bank payments for interstate and international shipments. With this very general explanation it is plain that nothing else should be more important than uniform bills of lading of a comprehensive type which should be satisfactory alike to shippers, bankers and consignees, which should be as easily and speedily recognized and understood, when used, as are gold certificates.

For these reasons, doubtless, friends of the Pomerene uniform bill of lading measure will reintroduce it and make another drive at the coming session of Congress to secure its passage. It died when the last session ended because it had not been reached in time to secure action. It has few, if any, opponents, and if not sidetracked by what may be considered more important legislation, ought to be put on the statute books. Hitherto bills of lading have not always been uniform, nor in form always universally satisfactory. In some particulars they have been charged with being faulty to the extent of unnecessarily permitting fraud. One such instance of loss in the cotton trade a few years ago ran well into the millions.

The Pomerene uniform bill of lading bill involves principles and features of a draft by the commissioners on uniform state laws, which are already in force in twelve states, including such leading commercial and industrial commonwealths as Illinois, Ohio, Pennsylvania, New York and Massachusetts. It has the virtual indorsement of banks, business men, agricultural and industrial interests as well as of men who for years have been working to perfect and secure the enactment of such a law.

Larger domestic and foreign transportation movements are financed by means of bills of lading, and it is not only time but it is important that their effectiveness and uniformity should be enforced over as wide an area as possible. This is what the Pomerene bill seeks to do.—Newark, N. J., News.

Shipping Furniture Loose

This "nigger in the woodpile" business is enough to make a man suspect his own grandmother. It comes out why the railroads so jauntily instruct a customer to charter a car and have the household goods shipped therein without crating or any other preparation. The resulting damage is always held to arise from imperfect packing. If suit be brought you must defend at a distance of at least 50 miles, in a local court, before a local judge and jury, with the fighting chance of a skyman in an air-hole. Of course, this could not happen to you. But it has happened recently to one of the leading New York houses to the tune of several hundred dollars.—"Moving."

Transfermen Have New Officers

W. R. Supplee of Columbus, Ohio, was elected president of the American Transfermen's Association at the last annual convention of the association in Kansas City on October 15-17, TRANSFER STORAGE is informed by W. C. Wilson of the Atlanta Baggage & Cab Co. of Atlanta, Ga., who was chosen for first vice-president of the transfermen's organization at the same meeting. The new second vice-president is D. S. Barmore of Los Angeles, and the third vice-president is S. W. F. Draper of New York City. E. M. Hansen, of St. Joseph, Mo., retains his post as secretary and treasurer.

A new executive committee, consisting of the following, was chosen:

D. W. Barrett, Chairman, Chicago, Ill.; W. H. Warrens, Portland, Ore.; F. S. Mattison, Minneapolis, Minn.; J. C. Howell, Chattanooga, Tenn.; Heber Page, Dallas, Texas; I. S. Schrimiger, Detroit, Mich.

A brief report of the Kansas City meeting of the association, a very successful one, was published in the November number of TRANSFER & STORAGE.

New Jersey to Have State Trucking Association

The Hudson County Team Owners' Association, of Jersey City, N. J., which has won recognition by its brilliant and successful battle against the attempted increase in ferry rates on the part of the Erie Railroad, are sponsors for a new movement, which is no less an ambitious idea than a statewide organization of team owners.

It is perhaps unfortunate that the association has been designated as team owners. A more suitable title would have been Trucking Association, because at the present time a large percentage of the State's carting is being done in motor trucks.

Essentially the things that the Hudson County Team Owners' Association stands for, and the things that in a broader way the State Association will represent, are the betterment of streets and public roads and the general improvement of all vehicular traffic conditions. The betterment of streets and public roads has reached the point where it comes close to home as a State issue that interests every thinking citizen. Initial steps in organizing the team and truck owners of the State were taken by the officers of the Newark and Hudson County Team Owners' Associations, the two parent bodies now in existence at the Downtown

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In justification of the proposed increases the Erie Railroad contended that (1) the change should be allowed in order to place the ferry charges upon a more equitable

basis in their relation to the different classes of vehicles and with reference to the value of the service, and (2) in order to enable the Erie to secure additional revenue from the ferry service and a reasonable return on the investment therein. The railroad also contended that, as only local ferry traffic between New York City and Jersey City was involved, the Commission had no jurisdiction over the rates.

Supported by the decision of the Supreme Court of the United States in *New York Central Railroad v. Hudson County* (227 U. S. 248), the Commission assumed jurisdiction. In rendering its opinion the Commission said:

"While we do not wish to be understood as condemning the theory on which the proposed rates are based, we are of the opinion that such an increase in rates as is here proposed is not necessary in order to remove any inequalities that may now exist. . . . From the facts and circumstances of record, we are of the opinion, and find, that respondent (the Erie Railroad) has not justified the rates hereunder suspension."

Stetson President of St. Paul Association

C. C. Stetson of the Fidelity Storage & Transfer Co. of St. Paul, Minn., was elected president of the St. Paul Draymen's Protective Association at the organization's annual banquet at the Commercial Club in St. Paul on December 28. J. S. Johnson was selected for vice-president, J. A. Brunelle for treasurer and W. M. Babcock for secretary. The officers with W. J. Schindler and F. J. Dunn, will compose the executive committee. Bartholomew Sughrue, former president, presided at the meeting.

The vehicle tax which was proposed by the city council was discussed, the consensus of opinion being that while a low and moderate tax may be reasonable and inevitable, it seems but just that it only apply to the teams, and that the funds produced from the tax be devoted solely to the upkeep and improvement of streets already paved. If a tax were made strictly on vehicles, it would prove hardship on transfer and draymen who necessarily have more vehicles than they ever use at one time.

Freight House Provision for Motor Trucks

There are evidences that the more progressive railroads may be prevailed upon as soon as demand becomes a little stronger to install special provisions at freight stations for the quick handling of truck loads.

Such provision is unquestionably necessary to secure the greatest motor vehicle efficiency. As trucks increase in number and business men better understand the requirements for economical operation pressure on the railroads to co-operate in this improvement of efficiency is sure to follow.

A start has already been made at the instances of concerns that receive large shipments of freight and who have demanded that they at their own expense be allowed to install satisfactory facilities at the freight houses for the handling of their goods.

Special cranes have been installed by such an arrangement at the Broad street station in Philadelphia. These are adapted to lifting a removable body from a truck chassis so that it can be loaded while the truck is away, and for replacing the loaded body. The Pennsylvania railroad has permitted the installation of like equipment under similar arrangements at Baltimore.—"Motor Truck."

Demurrage Problems

The fact that there is something like \$8,000,000 demurrage assessed by the railroads in this country every year proves that it is an important problem for every business man.

As is well known, the railroads formerly handled their demurrage matters through co-operative bureaus. These bureaus are fast being given up, for instance, it was some years ago that the one in eastern Pennsylvania and New York was abandoned and on July 31 last the bureaus with headquarters in the following places have been abandoned: Duluth, Minn.; Butte, Mont.; Omaha, Neb.; Chicago, Ill.; Minneapolis, Minn.; Milwaukee, Wis.; Kansas City, Kan., and Peoria, Ill.

In New England they have been very much interested in demurrage for several years and as a result of their agitation they secured the appointment of a demurrage commissioner who holds a unique position. The railroads or their customers have a perfect right to go to the commissioner as an arbitrator in any questions of dispute relative to demurrage. He has held this position for nearly 5 years with a great deal of satisfaction to the shippers.

It has been suggested that the appointment of similar officers in different parts of the country would do much to lessen complaints arising from this source. The National Coal Association is taking this question up with the officers of the various organizations and it is hoped that some equitable solution may be worked out that will prove of benefit to all concerned.—From "The Retail Coalman."

To Protect Transportation

Bills of lading are issued by common carriers, usually railroad and steamship companies, acknowledging the receipt of merchandise for transportation under standardized conditions, with specifications as to quantity, quality and responsibility for safe delivery to consignees at destination. Their use by shippers, in connection with drafts on the purchasers of the goods, constitutes a widespread and essential bit of financial machinery with which to facilitate bank payments for interstate and international shipments. With this very general explanation it is plain that nothing else should be more important than uniform bills of lading of a comprehensive type which should be satisfactory alike to shippers, bankers and consignees, which should be as easily and speedily recognized and understood, when used, as are gold certificates.

For these reasons, doubtless, friends of the Pomerene uniform bill of lading measure will reintroduce it and make another drive at the coming session of Congress to secure its passage. It died when the last session ended because it had not been reached in time to secure action. It has few, if any, opponents, and if not sidetracked by what may be considered more important legislation, ought to be put on the statute books. Hitherto bills of lading have not always been uniform, nor in form always universally satisfactory. In some particulars they have been charged with being faulty to the extent of unnecessarily permitting fraud. One such instance of loss in the cotton trade a few years ago ran well into the millions.

The Pomerene uniform bill of lading bill involves principles and features of a draft by the commissioners on uniform state laws, which are already in force in twelve states, including such leading commercial and industrial commonwealths as Illinois, Ohio, Pennsylvania, New York and Massachusetts. It has the virtual indorsement of banks, business men, agricultural and industrial interests as well as of men who for years have been working to perfect and secure the enactment of such a law.

Larger domestic and foreign transportation movements are financed by means of bills of lading, and it is not only time but it is important that their effectiveness and uniformity should be enforced over as wide an area as possible. This is what the Pomerene bill seeks to do.—Newark, N. J., News.

Shipping Furniture Loose

This "nigger in the woodpile" business is enough to make a man suspect his own grandmother. It comes out why the railroads so jauntily instruct a customer to charter a car and have the household goods shipped therein without crating or any other preparation. The resulting damage is always held to arise from imperfect packing. If suit be brought you must defend at a distance of at least 50 miles, in a local court, before a local judge and jury, with the fighting chance of a skyman in an air-hole. Of course, this could not happen to you. But it has happened recently to one of the leading New York houses to the tune of several hundred dollars.—"Moving."

Transfermen Have New Officers

W. R. Supplee of Columbus, Ohio, was elected president of the American Transfermen's Association at the last annual convention of the association in Kansas City on October 15-17, TRANSFER STORAGE is informed by W. C. Wilson of the Atlanta Baggage & Cab Co. of Atlanta, Ga., who was chosen for first vice-president of the transfermen's organization at the same meeting. The new second vice-president is D. S. Barmore of Los Angeles, and the third vice-president is S. W. F. Draper of New York City. E. M. Hansen, of St. Joseph, Mo., retains his post as secretary and treasurer.

A new executive committee, consisting of the following, was chosen:

D. W. Barrett, Chairman, Chicago, Ill.; W. H. Warrens, Portland, Ore.; F. S. Mattison, Minneapolis, Minn.; J. C. Howell, Chattanooga, Tenn.; Heber Page, Dallas, Texas; I. S. Schrimiger, Detroit, Mich.

A brief report of the Kansas City meeting of the association, a very successful one, was published in the November number of TRANSFER & STORAGE.

New Jersey to Have State Trucking Association

The Hudson County Team Owners' Association, of Jersey City, N. J., which has won recognition by its brilliant and successful battle against the attempted increase in ferry rates on the part of the Erie Railroad, are sponsors for a new movement, which is no less an ambitious idea than a statewide organization of team owners.

It is perhaps unfortunate that the association has been designated as team owners. A more suitable title would have been Trucking Association, because at the present time a large percentage of the State's carting is being done in motor trucks.

Essentially the things that the Hudson County Team Owners' Association stands for, and the things that in a broader way the State Association will represent, are the betterment of streets and public roads and the general improvement of all vehicular traffic conditions. The betterment of streets and public roads has reached the point where it comes close to home as a State issue that interests every thinking citizen. Initial steps in organizing the team and truck owners of the State were taken by the officers of the Newark and Hudson County Team Owners' Associations, the two parent bodies now in existence at the Downtown

Club in Newark on December 29, the meeting being presided over by Joseph H. Wood, president of the Newark Express & Transporting Co., and was attended by truckmen of Newark, and surrounding towns. Another meeting is to be held on February 18 in the Board of Trade Rooms in Newark.

One of the first aims of the new organization will be to see that legislation is passed to help in the prevention or infectious diseases of horses, a provision being made requiring the state to pay part of the loss when a horse is killed.

"We feel," said Mr. Wood, "that if the state assumes part of such losses it will take away the incentive on the part of owners to escape loss by selling diseased horses. At present, some owners, when they find their animals have ailments classed as incurable, sell them to avoid the loss occasioned by their destruction by the state authorities. This practice spreads diseases among other horses, and the loss is much greater than would be the case if the state paid owners something for horses killed."

Mr. Wood said the new association also would interest itself in the maintenance of good roads, and the general betterment of conditions under which dumb animals have to work.

If the general meeting at Newark proves successful, efforts will be made to work up similar meetings at Trenton and Camden, pivot points for central and southern New Jersey. When the state constitution has been approved at all three division meetings the Hudson County Team Owners propose holding a convention of delegates at some central point, preferably Trenton, for the election of officers and the appointing of standing committees.

Furniture Remover Not Common Carrier

(Before MR. JUSTICE AVORY and MR. JUSTICE ROWLATT.)

IN this case, in the King's Bench Division, the Court defined the term "common carrier" and found that a furniture remover, whose contract of carriage included special terms and conditions, could not be regarded as having the liabilities of a common carrier. The appeal was from a decision of the Judge of the County Court of Bath.

Bromley Eames appeared for the applicant, and Mr. Croom-Johnson for the defendant.

The plaintiff had wished to have certain furniture removed from Bath to Melksham. He contracted with the defendant, who was a furniture remover, to carry the articles for a certain price. On the way a fire broke out in the van and some of the furniture was damaged, and the plaintiff sued the defendant for the loss. It was found as a fact that the fire was not caused by any negligence of the defendant, nor was it caused by the plaintiff's putting any improper articles in the van. The defendant was not a common carrier, but was prepared to carry goods for anyone subject to a special agreement in each case as to price. The case was argued on the footing that the defendant was not a common carrier, but the County Court Judge held that he had contracted on the footing of a common carrier and was accordingly liable for the damage incurred.

The defendant now appealed. The grounds of appeal were that there was no evidence that the defendant undertook the liabilities of a common carrier or any of them; that the Judge was wrong in law in holding that the defendant was liable for the loss of goods or had incurred the liability of a common carrier or had undertaken the risk of loss by fire; that the Judge was wrong in law in holding that the case was governed by *Liver Alkali Co. v. Johnson* (L.R., 7 Ex., 267; L.R., 9 Ex., 339); that the Judge was wrong in law in

not holding that in the circumstances the defendant was only to be liable for loss due to negligence on his part.

Bromley Eames now submitted that the case was distinguishable from *Liver Alkali Co. v. Johnson* (*sup.*), for there the defendant was prepared to carry for anybody at a fixed rate. He referred to *Brind v. Dale* (8 C. and P., 207) and *Scaife v. Farrant* (L.R., 10 Ex., 358).

Mr. Croom-Johnson submitted that the defendant was a person exercising the public employment of carrying goods and therefore impliedly undertook the liability of a common carrier. He referred to *Hill v. Scott* ([1895] 2 Q. B., 3715-5; 12 *The Times* Law Reports, 58), and submitted that for this purpose a public carrier was under the same liability as a common carrier—*Electric Supply Stores v. Gaywood* (100 L.T., 855).

Mr. Eames replied: In *Scaife v. Farrant* (*supra*) there was a special contract limiting liability, and that was held enough to release the carrier; and there was a special contract between the parties here. There was not a class of carriers who though not common carriers were under the liabilities of a common carrier. A man who incurred one of the obligations of a common carrier must incur all the obligations, and also acquire all the rights of a common carrier. He referred to *Nugent v. Smith* (1 C.P.D., 433). The distinctive point about a common carrier was that he was bound to carry for everybody indifferently.

Mr. Justice Avory, in his judgment, said that before undertaking the removal the defendant went to inspect the goods and agreed to remove them for a named sum, and no other special terms were fixed. It was found as a fact that there had been no negligence on the part of the defendant. The plaintiff had admitted that the defendant was not carrying on business as a common carrier; and, having regard to the fact that there was no express contract that the defendant should be liable, that admission, in his opinion, put the plaintiff out of Court. A common carrier was a person who undertook for hire to transport from a place within the realm to a place within or without the realm, the goods or persons of all such as choose to employ him; a person who was ready to engage in the transportation of goods as a business and not as a mere casual occupation *pro hac vice*. A private carrier, on the other hand, did not make carrying his trade, but undertook on occasion to carry and receive reward for doing so. A man who did not ply regularly for hire to a particular destination, but let out his vehicle by the day or by the job to go to any destination ordered by the hirer, was not a common carrier.

Mr. Croom-Johnson had suggested that besides common carriers and persons who expressly accepted the liability of common carriers there was a third class of carriers who incurred a common carrier's liability because they exercised a public employment of carriage. He (his lordship) doubted whether any such third class existed; the County Court Judge in deciding that there was such a class had apparently misunderstood the effect of the *Liver Alkali* case. There was more here than a mere stipulation as to price; before the defendant consented to carry the goods at all he went to inspect them, and the County Court Judge had drawn a wrong inference of fact in deciding that the defendant's terms of business were that he would receive an order from anybody; the evidence was really all the other way. The *Liver Alkali* case was no authority for saying that a man who made a special contract on each occasion was a common carrier. The appeal must be allowed.

Mr. Justice Rowlatt delivered judgment to the same effect. The appeal was therefore allowed, and judgment was entered for the defendant with costs. Leave was given.

"World's Carriers," London, Eng.

Packing Requirements Railroads Should Insist Upon

R. T. Blauvelt, president of J. Dietrich, Inc., Storage Warehouses of East Orange, N. J., read the following paper before the last annual meeting of the American Warehousemen's Association in New York City:

WHEN I was asked to prepare a paper for this meeting, and was requested to suggest a subject, I stated that it seemed to me desirable to consider "Packing Requirements that Should be Insisted upon by the Railroads." I was not then aware of the fact that in 1905, at the summer meeting of the New York Furniture Warehousemen's Association, at Saratoga Springs, Mr. Calkins, Claim Agent of the New York Central & Hudson River Railroad Co., had appeared before the convention and talked on the losses that had to be settled by his company in the handling of household goods, and that he (Mr. Calkins) would venture to say that his road did not receive 50 per cent in earnings of what they paid out in losses, and damages to household goods in a year, and that any railroad in the country would be better off if they did not have to handle this class of freight, and as discussion of the matter proceeded in the meeting, it was considered wise to take up with various traffic departments, the question of proper packing requirements; but such was the case and therefore it seems my paper is supplementing something that was talked of 10 years or more ago, though none the less interesting at this time, I believe.

The progress that has been made in the proper packing of household goods is considerable in the past 10 years, and yet the losses paid out on that class of shipments by the steam railway carriers having annual revenues exceeding \$1,000,000 for the period from January 1, 1914, to December 1, 1914, or 11 months, was \$1,011,605.76 or a ratio of 3.125 per cent of amount paid on household goods to total payments on all commodities, all as per figures taken from the Interstate Commerce Commission report, and it would therefore seem that the subject of good packing, and thus less losses, would be as interesting to the railroad companies as it was 10 years ago, when the gentleman of the New York Central Railroad stated the traffic was an undesirable one.

Co-operate with Classification Committee

Now what can we do to set the ball rolling to aid ourselves, as warehousemen and packers of household goods, and the transportation lines who suffer so severely through the handling of this class of freight? I suggest that the plan to work on is one of co-operation with the classification committees and traffic departments of the various railway lines with a view of having rates so fixed, if it is possible, that the lot of household goods that goes forward properly conditioned through packing, is carried at a rate of freight that is more favorable to the owner and shipper than the lot that is almost wholly lacking in the preparation it should have received. This to the layman would seem logical, but to the railroad operators is a difficult proposition because of the necessity of transporting the goods that are offered them by the owner who cannot afford to pay for packing, and who, under the long standing rates and requirements has had just as low a rate of freight as has the individual who could afford to pay for packing protection, thus making a move necessary that to the railroad companies is quite drastic and unusual.

However, I believe from information that I have obtained through interviews with men prominent in the classification departments, that extended consideration has been given the matter of what they can do about the handling of household goods, and the fixing of rates, and they look forward to having conditions covering the acceptance of these goods so fixed that a further requirement on their part will be made that will bring about packing of a better nature before certain lots of goods will be accepted, and if therefore the members of our organization, who are largely the packers of household goods in the country, could take such action as would look to the assistance of the transportation lines in arriving at a more satisfactory solution of this problem, I think that assistance of that character would be received in a friendly spirit by the men on whom that part of the operation of the railroad company falls.

Packing Not Specified

As matters now stand, the tariff under which household goods move, and a copy of which is on file in every freight office, reads so that the agent or clerk who may be talked with by a prospective shipper, does not specifically state that packing is required, and many of you, I will warrant, have answered calls for information as to removal of goods where shipment has to be made, and when endeavoring to set forth the need of packing, have been met with the statement that they do not want to do very much packing as they have been told by the railroad company that it did not have to be done, etc. Right there at the hands of those who should act to protect themselves and the shipper, the seed has been sown that brings on the crop of disaster so many times when the goods arrive at destination in a damaged state, through lack of packing.

Why would it not be well in order to overcome such a condition, for the warehousemen to suggest to the railway companies that a general order be issued that prospective shippers be informed of the desirability of properly preparing their goods for shipment, and thus enable them, as carriers, to handle them with the minimum of damage? Have they not, if such action is taken, made an endeavor to protect themselves and in turn those into whose hands the goods may be placed for packing, and will they have not taken a great step toward the reduction of the very losses they are called upon to pay and the uplifting of that particular part of their traffic into a producer, rather than a non-producer of profit?

That an endeavor toward such a condition has been made, is found in a pamphlet issued by the Pennsylvania Railroad under date of July 15th, 1915, which has for its title on front cover, "Pennsylvania System, Safety Always, Avoid Loss and Damage Claims, Code of L. C. L. Rules, covering the Acceptance, Stowing, Handling and Delivery of Less Than Carload Freight. (For the information and guidance of all employees interested, including local freight train crews)", and we find in this pamphlet, under section numbered eighty-eight, the following: "Furniture and household goods must be loaded with the lightest packages on top. Mirrors, pictures and other glass should face the side of the car, with a large package behind each as a protection. Extreme care must be taken in stowing this class of freight, as it is especially subject to damage. When there is a con-

siderable shipment of household goods, it must be loaded in one end of car, and a partition, reaching from side to side of car, erected next to shipment; in this manner consignments of this nature are held together and there is very little chance for shifting in cars." Not very specific directions, as we warehousemen have found through our experience in the upbuilding of a corps of employees to handle the goods entrusted to our care, nothing said about the condition the goods should be placed in for their greatest safety before being accepted, nor does it say who is to erect the barrier that is going to hold the goods together and protect them, although we assume it will be put up by the railway employees.

It does not seem, therefore, that through a process of education on the part of those who must handle the thousands and thousands of pounds of household goods each year, that such information may gradually sift through to the individuals who will deal at first hand with the shipper, that will lead toward a better understanding as to what they should do to in a way insure the safe handling of their goods, and will not such action amplified by information that the warehouse organizations can send broadcast informing those in whose hands household goods may be placed for preparation for shipment, that there is a way for the work to be done that is an insurance policy that a prudent owner should adopt.

We have already our pamphlet, "Packing Household Goods for Storage and Shipment," that was so exhaustively prepared by Grant Wayne, and which will mean so much to those who have an incomplete knowledge of what is really right in the way of packing. Cannot this pamphlet be made to sow the seed of knowledge that all packers should have, and will it not be well, too, to see that it gets in the hands of every railroad representative that has to do with the naming of rates and conditions under which household goods may be accepted so that they will know more about the right and the wrong way. Almost everyone wishes knowledge and I can state that on the several occasions that I have distributed this pamphlet of Mr. Wayne it was gratefully received.

In closing, I would say that the keen interest displayed by such a man as R. N. Collyer, Chairman of the Official Classification Committee of the railroads east of the Ohio River, and north of the Virginia cities, and others with whom I have talked, leads me to believe that well thought out action by our various organizations has a great chance of eventually bringing about a condition that will prove much more satisfactory to us as warehousemen and packers of household goods and the railroad companies as carriers, and this paper is submitted in the hope that it will start afresh the movement that was discussed as far back as 1905.

Review of Commercial Conditions

By Dr. Albert A. Snowden, of the National Association of Manufacturers.

THE sudden cessation of foreign and colonial financing—except for the financing of the immediate necessities of the conflict—by the European peoples now at war, has left a remarkable hiatus in the funds available for the upbuilding of the undeveloped nations and colonies of the earth. Before the war, the rate of foreign investment by the countries of Western Europe was at least \$1,500,000,000 per annum. Every continent drew upon that compact group of states for the wherewithal of industrial expansion. British investments abroad totaled \$17,500,000,000; French foreign investments, \$8,000,000,000; German foreign investments, \$5,000,000,000. Belgium had \$250,000,000 invested in

Russia alone, and the outflow of Belgian capital to China, Persia, Africa, South America, and to other quarters of the earth, was noteworthy. Italy and Austria, too, were heavy exporters of capital.

With the coming of the war, the belligerent nations restricted loans to their colonies and dependencies to the most imperative requirements only. European investment abroad virtually ceased. Stocks and bonds of foreign investment enterprises, previously held, were to a large extent resold to the foreign nationals, and the process still continues.

Coincident with the business revival of 1896, Americans began to re-purchase from Europe stocks and bonds of our own railways, and the stock control of railroads like the Illinois Central, the Pennsylvania, the New York, Ontario & Western, the Louisville & Nashville, and the Reading, favored by the foreign investor, passed into American hands. Before the close of the nineteenth century we began to invest heavily in foreign enterprises—the London tubes, Swiss municipal bonds, and so forth, while American investments in Canada, Mexico, China, and other countries began to assume very extensive proportions, our investments in Mexico predominating. The time has now arrived when the United States is taking its place as a premier investor nation, and for the first time our actual holdings of foreign securities exceed in amount the total of American securities abroad. Our export of capital has suddenly become larger than that of Great Britain in its palmiest days before the war.

And within the same year, London, which succeeded Amsterdam as the world's financial center at the close of the Napoleonic Wars, and for a century has held undisputed sway, hands over the golden sceptre, temporarily, at least, to New York City.

There is little occasion to gloat over the figures of our present exports, if the items are examined in detail. The demand for our raw materials, or provisions, or for manufactured goods to fill a temporary need, is the outstanding feature to be noted. If our export trade is to acquire a more permanent character, it will have to secure a firmer foothold in the supplying of machinery and of other highly specialized manufactures suited to the constant demands of civilization.

At a time when peoples of the earth are using more metal, for the purpose of hurling deadly missiles at each other, than was employed in the entire arts and sciences of civilization from the beginning of the world down to the discovery of America, it may not seem *apropos* to refer to international co-operation. And yet the war itself furnishes, on the one side and on the other, a most thorough exemplification of international co-operation. Indeed, we are looking forward, with earnest expectation, to the time when there shall be no two sides to the question of war—when the great world-family of nations will unite to restrain international strife as a species of civil war that is inimical to the welfare of the world community, and to be suppressed by the common consent and by the common machinery, just as we now call upon the fire department to extinguish an incipient conflagration, or the police department to suppress a riot.

The international trader, going up and down the earth, is the advance agent of a developing civilization, conveying to us the peaceful practices and ideas, the discoveries, and the products, of other intelligent and industrious peoples; or carrying to the furthestmost parts of the earth the refinements of our own civilization. International trade, in its higher aspects, means *world-service*.—"American Industries."

Improved Granite Block Pavements

IN this paper Henry Welles Durham, formerly Chief Engineer of Highways of the Borough of Manhattan, New York City, discusses at considerable length the history and development of the improved granite block pavement and reviews practice of several European countries and Great Britain, discusses present practice in this country and describes in some detail the work in granite block pavement done during his term as Chief Engineer of Highways.

Early in the paper Mr. Durham points out that until the invention of the road roller, which made possible the construction of pavements in which broken stone is the aggregate, street or road surfaces, from the earliest days of civilization, when improved in any way were composed of cobbles or of more or less regular stone blocks. He then points out that the expression "improved granite pavements" does not refer to any recently discovered new method of constructing superior pavements of that character, but merely describes those stone pavements suitable for present-day traffic conditions, as opposed to makeshifts which have been used in American cities and which unfortunately are most frequently thought of by the average citizen when the terms "stone block" or "granite" pavement are used.

Cobblestone Only Type of Stone Pavement

Until well into the latter half of the past century, according to Mr. Durham, the only type of stone pavement employed in this country was that composed of cobbles. Later, pavements of different types of squared stone blocks were introduced. At about the time sheet asphalt pavements were gaining popularity in 1890, the oblong granite blocks laid transversely to the axis of the road, with joints filled with tar and gravel, came into general use under the designation of "Belgian Block."

After this, very little improvement was made for many years, and until about 1909 it was popularly supposed in this country that stone pavements were of an inferior type. The result of this and the growth in popularity of other pavements led gradually to the cessation of the construction of new stone block pavements, with the result that there was no market for the surplus product of the quarries. As an outgrowth of this situation and at the instance of paving engineers in such cities as Newark, N. J., and Worcester, Mass., and later New York, some of the more enterprising producers of granite commenced the production of more accurately shaped paving blocks. Mr. Durham states that while it cannot yet be said that we have reached the condition where paving blocks are turned out equal to the best abroad, yet considering the very high cost of labor in this country we have succeeded in producing blocks which can make pavements that can be compared favorably, with the foreign type, and it is in this sense that the term "improved granite pavements" is used to refer to those which have been used here during the past 6 years.

Mr. Durham then reviews at considerable length the situation covering stone block pavements in Europe. He points out that in European practice the materials most generally used for highway surface, either in the country or in the city, are macadam and stone block. In Paris and Berlin more than 50 per cent. of the street area is paved with stone block, in Vienna nearly 50 per cent. and in the large German cities ranging from 500,000 to 1,000,000 in population the percentage ranges from 40 to 80 per cent. In the 76 leading cities of Germany, containing one-fourth of the total population, considerably more than 50 per cent. of the entire paved area is of stone, while similar cities in Belgium are almost exclusively paved with stone. The percentage in the

large French cities varies from 25 to 100, while London, whose paved area exceeds the total paved area in the next three continental cities—Paris, Berlin and Vienna—has about 20 per cent. of stone paved streets. In British cities of the second class the percentage varies from about 15 in Birmingham to over 60 in Liverpool. In none of them, according to Mr. Durham, with the exception of small areas of extremely expensive dressed blocks, are their better stone streets superior to our best. Their average, however, is undoubtedly ahead of ours, and there is no such extent of rough-riding, turtle-backed, wide-jointed stone streets.

Mr. Durham then describes at considerable length the classification of European stone pavements (1) in accordance with the shape of the stone employed, (2) in accordance with the method employed, (3) in accordance with the care used in dressing the head surface, (4) in accordance with the form of foundation adopted and (5) in accordance with the kind of stone employed.

Study of the specifications under which the material for European stone pavements is bought and the work done, Mr. Durham states, reveals very little variation in practice. The material is described, the allowable variations and dimensions given and the methods of construction stipulated. It is generally considered sufficient to specify the stone by name or by the district in which it is to be quarried, and after construction, whether by the city forces or by contract, the stone surfaced roads are almost entirely maintained by city labor, as is the practise in this country. Mr. Durham then gives extracts from the granite block specifications of Liverpool, England; Glasgow, Scotland; Lille, France; and Hamburg, Germany. These specifications, Mr. Durham states, show that no definite division exists between improved stone pavements, but that all stone pavements belong to several recognized types adopted in accordance with local conditions, and that the type of stone employed depends very largely on existing economic conditions and not on any scientific studies as to quality of materials. The matter of foundation, he states, is based entirely on local conditions, while the shape of the blocks has been largely standardized. In spite of assertions that have been made in this country to the contrary, no definite opinion exists abroad unanimously in favor of either bituminous or hydraulic cement grouted joints.

Inferior Stone Pavements in America

In this country, according to Mr. Durham, conditions are very different, and there is no possibility of any such classifications as has been described as obtaining in European countries. The classification, in accordance with quality, can be made as (1) modern improved granite pavements, (2) a small amount of satisfactory basalt, sandstone and limestone pavements and (3) a great majority of inferior stone pavements of all types. It would also be useless to attempt a classification based on the shapes of the stone employed. In regard to a classification on a basis of foundation employed, there is less variation possible here because of the conditions under which our streets and roads have been constructed.

The evolution of stone block pavements in this country, which has led up to our present improved pavements, according to Mr. Durham, is merely a rather sudden divergence from our former careless, slipshod practice to the standardized methods of Europe, with the added study necessarily given by those charged with building in a few years an amount of pavement built in European cities over long periods of time. The desirable features of an improved stone pavement are given by Mr. Durham, essentially, as follows: First, a concrete foundation; second, rectangular blocks of

standardized size, laid at right angles to the axis of the road in close contact and laid on a layer of sand or gravel resting on the concrete in order to correct irregularities in the depth and with joints filled with cement grout or a bituminous mastic with which is mixed sufficient mineral aggregate to give it proper body.

A Debated Question

The kind of stone suitable for paving blocks, according to Mr. Durham, has developed more debate and difference of opinion than any other subject connected with modern stone pavement. In discussing this he says:

"The American mind possesses almost childlike belief in the efficacy of words, and the average public spirited citizen or responsible official charged with road construction has come to believe that the best specification must of necessity be most complicated. Because we are able to define with great precision in specifications the physical and chemical qualities desired in many manufactured products, the mistaken idea has arisen that the same thing can be done for the products of nature. Properly written specifications must take account of this distinction. Where a definite process is to be adopted, it is possible to describe in detail the methods by which this process is to be carried out. Where a natural product is to be used, however, it is hardly possible to describe an arbitrary list of physical and chemical qualities which will define absolutely the best material desired, and where this is attempted the result is usually either to produce what is known as closed specifications, admitting only some favored product, while others equally satisfactory are arbitrarily ruled out, or to evolve an utterly useless series of definitions which have no real bearing on the merits of the result desired."

This question, according to Mr. Durham, has assumed importance only since the introduction of the improved granite block pavement, it being taken for granted previously that any available stone which could be broken into blocks approximately rectangular in shape would do for a stone pavement. The attempt which has been made to standardize stone specifications on a plane with those employed for other types of surface is undoubtedly desirable in that it places a limit between satisfactory and unsatisfactory material. The economic question, however, must be considered at the same time, as it is useless to prescribe qualities which cannot be met by stone in quantities or at a price to compete with others equally satisfactory. Mr. Durham points out that it is a mistake to assume that the standard tests for determining the suitability of rock to be used in macadam construction are applicable to stone for use in a quite different manner. He also points out that the qualities prescribed by these tests are not intended to be applied by any hard and fast rule but must be considered in the light of local and other conditions.

Stone Blocks in New York City

The remainder of Mr. Durham's paper deals with work with stone block pavements in Manhattan during Borough President McAneny's administration, during which time Mr. Durham was Chief Engineer of Highways of the Borough of Manhattan. During Mr. McAneny's term of office, Mr. Durham states, there was repaved under Mr. McAneny's direction over 25 miles of heavily traveled streets with carefully dressed, close-jointed granite blocks. At the beginning of the work, according to Mr. Durham, it was argued that the specifications include the various tests previously alluded to, without which, it was claimed, the results common in European practice could not be obtained. It was Mr. Durham's opinion that before prescribing these tests it was desirable to ascertain whether they had been used elsewhere, and, if so, what was the quality of the material supplied. In

accordance with this policy, investigations were made of the available sources of supply of stone paving blocks for New York City and vicinity, and it was found that the quarries in foreign countries could not compete on equal terms with quarries in this country, and also that there were enough quarries producing stone in this country to render unnecessary any attempt to obtain stone elsewhere.

Mr. Durham also describes briefly the construction of sections of stone block pavement laid with granite and sandstone in the series of test pavements laid on Second avenue, and states that after three years' service the granite has shown no appreciable wear, while the sandstone shows a minimum wear of about $\frac{1}{8}$ in. Having ascertained the possibility of securing stone from various American quarries, a series of tests was undertaken since 1912-13 on samples furnished by the quarries and on samples taken from blocks which had seen actual service for various periods of time. All samples were subjected to tests for ultimate compression, hardness or resistance to abrasion, toughness or resistance to impact and the Deval test for resistance to wear.

In addition, in order to obtain data on European practice, Mr. Durham, at the request of Borough President McAneny, was appointed by Mayor Gaynor to attend the Third International Road Congress at London and to study street pavements abroad. This study was conducted during the year 1913, and as a result it was found that practically no physical test for materials for stone block pavements was conducted in any of the important cities of Europe. Some of the cities and quarries had information as to certain tests which had been made on their materials, but contracts were not made specifying that the materials should conform to tests of the character just classified. Great differences of opinion were also found as to the desirability of using materials showing the highest results under these tests. It was also discovered that among European engineers, as among the engineers of America, there exists a great lack of information as to the term "hardness" and its value as a quality for paving material.

Summary of Results of Experiments

Mr. Durham then summarizes the results of the experiments conducted by him, and states that they illustrated very clearly the lack of any value to be attached to the test for ultimate compression; that in the test for hardness or resistance to abrasion, the variations between different samples are negligible for all practical purposes; that in the test for toughness or resistance to impact there is only a slight range in products of American quarries commercially available for streets and that the results of the Deval test showed no decided variations among the American quarries. In Mr. Durham's opinion, it is inadvisable to fix any arbitrary testing standards until more experiments have been conducted, not only in the laboratory, but in service.

In conclusion, Mr. Durham states that in the improved granite pavement we have a type which can take its place as one of the few approved classes of modern road construction. He points out that whether a road is to be constructed of sand or stone held together by cementing materials, or of blocks manufactured in various ways or of blocks shaped from stone is an engineering question. Under the limitations enumerated, where the choice depends upon a combination of qualities of extreme durability for heavy motor traffic and availability for horse drawn vehicles, granite block will always be a strong bidder for favor. He states also that such a pavement will be satisfactory, in this country at least, only when it complies with the specifications noted, being constructed on an adequate foundation, which should in almost all cases be of concrete, with blocks accurately dressed to a rectangular shape, of minimum variation in sizes and with faces so nearly plane as to permit the laying

of joints not to exceed $\frac{3}{8}$ of an inch in width and finally having the joints filled with such material as will remain flush with the top surface. Whether this should be Portland cement grout or some form of tar or asphalt with sand will depend upon local conditions.—*Good Roads*.

Motor Truck Club Favors Granite Blocks

The following is taken from a letter recently sent to Marcus M. Marks, president of the Borough of Manhattan of New York City, by T. D. Pratt, president of the Motor Truck Club of America, Inc.:

"In pursuance of a resolution passed at the last meeting of the Motor Truck Club of America, held in New York City on November 17, 1915, it is desired to go on record as being in favor of granite block pavement on lower Broadway. It appears to us that the prime factor for consideration is the character of traffic which is going to use this street. This section of Broadway is entirely commercial. There are no theatres or hotels in it. The street is not used by pleasure vehicles to any extent. It is business, business, business—and business today means heavy trucking wherever there are warehouses and stores. Heavy trucking means two and three horse trucks carrying up to ten tons, and auto trucks, which, however, rarely exceed five tons load capacity. Traffic of this character cannot be economically moved over anything but hard surfaced smooth pavements. Experience in New York City has demonstrated that there is but one—and only one hard surface which will stand up under heavy traffic long enough to justify the expense of laying it, and that is granite block. Experience has also shown that no pavement surface of any character whatsoever will remain smooth and even for long, even under light city traffic unless there is a solid foundation under it.

"These statements are all acknowledged facts, and are not submitted as arguments.

"As one exhaustive proof of this, I refer you to the reports of the committee appointed by the late Mayor Gaynor which were submitted in the early part of the year 1912. They are undoubtedly in your files and in all probability you are thoroughly familiar with them.

"In this connection it would seem proper to state that there is only one way to lay a pavement on lower Broadway that will meet the demands which will be placed upon it, and that is by laying an 8 or 10 inch concrete foundation—reinforced if the soil beneath is soft. On top of this about half to one inch of gravel or fine stone mixed with a soft mortar of cement and sand and the paving block laid immediately upon the placing of this material. The blocks being set with a template for grade and crown. The blocks then to be grouted with cement grout and all interstices completely filled. A pavement of this character presupposes paving block of the hardest granite obtainable, each section laid with block of uniform size with the smoothest faces obtainable. When a pavement such as outlined is properly laid—and proper laying is only a question of competent specifications and inspection—the city will have a street which will last indefinitely. This pavement will be in first-class condition, when most of us who are concerned with the laying of it, have passed out, and the cost of repairs will be almost nothing.

"We wish to urge upon you with all power that we possess, that for the good of the city, and the citizens thereof who will have to use this street that absolutely no other type of pavement be considered for this section.

"What we have said here applies not only to lower Broadway, but to the pavement of all main arteries of traffic, whether north and south, or east or west.

"We trust that this communication will meet the consideration that the needs of the situation demand, and take this opportunity of placing the services of the Motor Truck Club of America, Inc., at your command to help you accomplish the desired result—and that is strong, hard, smooth pavements suitable for heavy traffic."

Weights and Measures in Bad Shape in Philadelphia

The following is taken from the first annual report of the Bureau of Weights and Measures of Philadelphia as showing conditions in that city before the Bureau began its work:

LINEAR MEASURES—58 per cent. short.

DRY MEASURES—92 per cent. short and not marked with capacity.

GROCERIES—70 per cent. short weighing.

MEAT—60 per cent. short weighing.

COAL—2,000 lbs. average ton, eight out of ten scales condemned for repairs.

DRY GOODS—58 per cent. short measure.

CANDY—60 per cent. short measure.

CITY MARKETS—60 per cent. short measure.

WAGON SCALES—90 per cent. in bad condition.

HAMS AND BACONS—I to $1\frac{1}{2}$ lbs. paper, etc., included in weight of meat.

BUTTER— $\frac{3}{4}$ to 1 oz. short in weight.

CONTAINERS—Not marked—short.

GASOLINE—Shortage in pumps, measures, etc., showed a monetary loss of nearly \$500,000 per year.

GASOLINE PUMPS—40 per cent. short measure.

OIL PUMPS—40 per cent. short measure.

OIL MEASURES—23 per cent. short measure.

MILK BOTTLES—65 per cent. short measure, and bottles not marked with capacity.

There had been no official inspection or supervision over weights and measures since the year 1883, and while there were during that time laws sufficient to prevent much of the fraudulent practices of tradesmen, it was evident that the public interest demanded more effective and comprehensive laws authorizing the creation of administrative departments specially charged with the supervision of weights and measures.

Weights and measures enter into practically every business transaction; and in the absence of an effective inspection service, a premium is put upon dishonesty. The chief sufferers are the poor, who purchase frequently and in small quantities, for a slight shortage means proportionately more on a small purchase. It is true that in most instances the absolute loss is not great, but for a whole city over a period of years the aggregate loss is necessarily enormous. Furthermore it is unnecessary. Some offences must always be expected however comprehensive the law or efficient the inspection, but experience shows that they can be kept at a minimum only by means of an active body of inspectors.

But admitting, as we do, that the average tradesman is honest, it is a matter of public concern that he also be protected from the sharp practices of competitors and from "Trade Customs," which permit the manufacturer and the wholesaler to include the weight of the container in the billed weight of the commodity.

Few retail dealers have any technical knowledge of scales. For the dealer who is susceptible to temptation or positively inclined to dishonesty, there are unscrupulous scale salesmen who are willing to show him how to increase his profits by adjusting or altering or to include the weight of the paper or other container in the weight of the commodity without attracting the attention of the purchaser.

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It should be mentioned that the "World" bases its right of the interference of the public in passing such an ordinance on the fact that during such great storms, the fallen and slipping horses block street traffic, tying up car lines, etc.

I would appreciate it if you would give me your opinion on whether or not such an ordinance is feasible and whether or not it should have the support of team owners, who would be put to additional expense in fitting up their horses with calks every winter.—New York City, Subscriber.

It seems hardly possible that such an ordinance could be rigidly enforced. Of course a team owner does not know when one of his teams is going to fall on the streets in slippery condition, and if such an ordinance were written into the city's books, the progressive team owner would have his horses equipped with calks and be prepared for any emergencies. A fine would be a necessary provision of such an ordinance, because it could be enforced only through the arrest of the owner of an offending horse and some punishment meted out.

The "World" has evidently brought to light a good idea and one that deserves the support of team owners generally, for the team owner will realize that anything that keeps his horses from slipping and falling will mean a saving to him in the better condition of most of his horses, and replacement costs of those injured so seriously that they have to be killed.

But the "World" idea does not go far enough to be fair to all. Calks are a good thing and TRANSFER & STORAGE favors them, but there are other means of preventing the slipping of horses, such as rubber shoes, fiber shoes, rope shoes, etc., all of which have much claimed for them and which deserve a fair trial at the hands of the progressive team owner who wants the best. If such an ordinance as the "World" proposes should be brought up, team owners will do well to see to it that it is made sufficiently broad in its provisions to permit them to choose the kind of non-slipping shoes most efficient and serviceable.—H. T. L.

Liability for Negligence of an Employer

If we engage a truck owner, who delivers goods for others as well as ourselves, to deliver our goods, are we responsible for accidents caused by his truck or his driver?

—C. S., Fitchburg, Mass.

A truck owner, in such circumstances as our correspondent describes, is an independent contractor, not a servant

of the person who employs him to deliver the goods. The driver of the truck is chosen by this independent contractor and is entirely under his control. This is sufficient to make the truck owner liable. The case is more or less like that of an express company or any common carrier who selects his own employees and carries goods for all who apply. He, not the owner of the goods, is liable for the negligence of the employee.—"New York Journal of Commerce."

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We received a bill from a storage warehouse for three years rent, labor, cartage and freight on a shipment which they claim was turned over to them by a railroad three years ago. We have no record of ever having received a notice from either the railroad or the storage company regarding this shipment. The storage company has now sent us a notice of lien and of sale, in which they notify us that the shipment will be sold at auction, and if the sale does not bring the amount due them they will bring proceedings to recover the deficiency. What is our legal status in the matter? Are we liable for the payment of the entire storage bill or any portion of same?—Subscriber, Brooklyn, N. Y.

If this company is to hold our correspondent for storage charges in this case it must prove (1) that the goods belonged to him, and (2) that they were placed in storage by him or by some agent authorized (expressly or by implication), to act in the matter in his behalf. Apparently the company is not in position to establish either of these facts. It is very clear that A, without the knowledge or consent of B, cannot put goods in storage at B's expense and thus make B responsible for the charges. The warehouseman looks finally to the value of the goods for his storage charges, but first he looks personally to the individual who actually stored the goods, or to the person for whom that individual was acting as agent if he can show that he actually was an authorized agent to make the storage and can show also the owner who authorized him to make it.—"New York Journal of Commerce."

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A carrier's strict liability, as carrier, continues only until the goods have arrived and been tendered to the consignee. If the latter requires the carrier to keep possession of the goods after that time, then the latter is liable only, as warehouseman and for losses caused by his own negligence. In short, if there is a loss, the owner of the goods must bear it himself, unless he can show that it resulted from actual negligence on the part of the carrier.—"New York Journal of Commerce."

Responsible for Work of Sub-Agent

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—J. F. M., New York City.

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Would Prevent Unjust Competition

Editor, TRANSFER & STORAGE:—I desire to secure, if possible, some information that would assist the transfer and storagemen of Norfolk in formulating an ordinance that will protect us from all kinds of teamsters and farmers who occasionally cut into the transfer business.

Our city ordinance as it now stands provides that anyone doing dray or transfer business shall pay a license of \$10 for the first rig and \$5 for each additional rig. We feel that we are not getting the protection that we should have, owing to the weakness of this ordinance.

Any information that you can give us in the way of copies of such ordinances, or your opinion, will be very much appreciated by us. At this time I wish to express my appreciation of your excellent magazine, as it contains much valuable information, and we read each issue with great interest.

W. H. BLAKEMAN.

Norfolk Transfer & Storage, Norfolk, Neb.

Your ordinance is rather high now and its enforcement should prevent the competition of farmers and teamsters of which you speak. We know of no other way of preventing such competition. Perhaps the best way would not be to depend upon legislation to do away with this evil, but to keep the business that such competitors might get by calling the attention of your patrons to the fact that when dealing with you they are dealing with a responsible business concern, one that can make good any losses that may occur, a company that stands back of its work with its reputation at stake and gives service that these smaller fry cannot render. Also they will be dealing with a firm that knows the business in which they are engaged, whereas these farmers and teamsters do not know the transfer and storage business, are in it only temporarily and have no responsibility. Maybe some of our other readers can help you out in this.

Planning Wheel Tax

Editor, TRANSFER & STORAGE:—The city of St. Paul is planning to take up the matter of requiring the payment of a wheel tax by team owners, and I have been requested to ascertain on behalf of the transfer and storagemen, what

cities have such taxes, and to obtain copies of the ordinance, if possible.

Will you kindly let me know what cities have such ordinances? If you have any information on the subject or copies of such laws I wish you would forward them to me. Will you not be so kind as to publish this letter and ask correspondents in any city which has a wheel tax law to communicate with me at 610 Temple Court, Minneapolis, Minn., and send me copies of such laws?

Minneapolis, Minn.

W. M. BABCOCK.

Pittsburgh, Pa., has an ordinance in force which requires team owners to pay \$5.00 per year for each horse in the city. This is a much more sensible ordinance than a wheel tax ordinance, as every transferman has more wagons than he has horses. The tax should be on the horses, if it cannot be avoided. You could probably get information from Thomas F. Ashford, Jr., of the Second Pool Coal Co., Sixth street and Duquesne Way, Pittsburgh, Pa., regarding this ordinance. Mr. Ashford is vice-president of the National Team & Motor Truck Owners' Association and president of the Allegheny County Team & Motor Truck Owners' Association of Pittsburgh. He will gladly give you any information he can.

In New York City the tax is in the form of a license, which is a better way to handle this thing. We would refer you to the article on "Transfer and Storage in American Cities—New York City," in the November number of TRANSFER & STORAGE, for particulars of this ordinance.

New York City's ordinance is intended strictly for the transfer and storage men and was passed through the efforts of the Van Owners' Association of Greater New York. The license fee is low, but the transfer and storagemen of New York City would be protected from competition by outsiders were provisions made in the ordinance for penalties for failure to comply with its provisions, as you will note elsewhere in this issue in the article headed "Bureau of Licenses Is Valuable." This is more directly a wheel tax, number plates, similar to those used on motor vehicles, being required on each vehicle engaged in the transfer and storage business.

Meldrum Bros. Limited,

CARTAGE CONTRACTORS

32 Wellington Street

Montreal, CANADA January 10th. 1916

ESTABLISHED 1857

H T Lay Esq

Transfer & Storage

Pittsburg, Pa. U.S.A.

Dear Sir:—

Since the publication of the article on "Montreal" in the December issue of your paper, I have had a perfect avalanche of inquiries for further information as to conditions here, and the steel wagons we use, which shows the wide circulation that your paper has, and the interest displayed in the contents.

There is one question that I overlooked, and which I never recollect having seen mentioned, namely that of the various methods of the disposal of the stable manure in the various cities, and the cost of same. Can you enlighten me?

Thanking you in anticipation for your trouble,

I remain,

Yours truly

James H. Meldrum

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Your ordinance is rather high now and its enforcement should prevent the competition of farmers and teamsters of which you speak. We know of no other way of preventing such competition. Perhaps the best way would not be to depend upon legislation to do away with this evil, but to keep the business that such competitors might get by calling the attention of your patrons to the fact that when dealing with you they are dealing with a responsible business concern, one that can make good any losses that may occur, a company that stands back of its work with its reputation at stake and gives service that these smaller fry cannot render. Also they will be dealing with a firm that knows the business in which they are engaged, whereas these farmers and teamsters do not know the transfer and storage business, are in it only temporarily and have no responsibility. Maybe some of our other readers can help you out in this.

Planning Wheel Tax

Editor, TRANSFER & STORAGE:—The city of St. Paul is planning to take up the matter of requiring the payment of a wheel tax by team owners, and I have been requested to ascertain on behalf of the transfer and storagemen, what

cities have such taxes, and to obtain copies of the ordinance, if possible.

Will you kindly let me know what cities have such ordinances? If you have any information on the subject or copies of such laws I wish you would forward them to me. Will you not be so kind as to publish this letter and ask correspondents in any city which has a wheel tax law to communicate with me at 610 Temple Court, Minneapolis, Minn., and send me copies of such laws?

Minneapolis, Minn.

W. M. BABCOCK.

Pittsburgh, Pa., has an ordinance in force which requires team owners to pay \$5.00 per year for each horse in the city. This is a much more sensible ordinance than a wheel tax ordinance, as every transferman has more wagons than he has horses. The tax should be on the horses, if it cannot be avoided. You could probably get information from Thomas F. Ashford, Jr., of the Second Pool Coal Co., Sixth street and Duquesne Way, Pittsburgh, Pa., regarding this ordinance. Mr. Ashford is vice-president of the National Team & Motor Truck Owners' Association and president of the Allegheny County Team & Motor Truck Owners' Association of Pittsburgh. He will gladly give you any information he can.

In New York City the tax is in the form of a license, which is a better way to handle this thing. We would refer you to the article on "Transfer and Storage in American Cities—New York City," in the November number of TRANSFER & STORAGE, for particulars of this ordinance.

New York City's ordinance is intended strictly for the transfer and storage men and was passed through the efforts of the Van Owners' Association of Greater New York. The license fee is low, but the transfer and storagemen of New York City would be protected from competition by outsiders were provisions made in the ordinance for penalties for failure to comply with its provisions, as you will note elsewhere in this issue in the article headed "Bureau of Licenses Is Valuable." This is more directly a wheel tax, number plates, similar to those used on motor vehicles, being required on each vehicle engaged in the transfer and storage business.

Meldrum Bros. Limited,

CARTAGE, CONTRACTORS

32 Wellington Street

Montreal, CANADA January 10th 1916

ESTABLISHED 1857

H T Lay Esq

Transfer & Storage

Pittsburg, Pa. U.S.A.

Dear Sir:—

Since the publication of the article on "Montreal" in the December issue of your paper, I have had a perfect avalanche of inquiries for further information as to conditions here, and the steel wagons we use, which shows the wide circulation that your paper has, and the interest displayed in the contents.

There is one question that I overlooked, and which I never recollect having seen mentioned, namely that of the various methods of the disposal of the stable manure in the various Cities, and the cost of same. Can you enlighten me?

Thanking you in anticipation for your trouble, I remain,

Yours truly,

James H. Meldrum

There are wheel tax ordinances, vehicle license ordinances and horse tax ordinances in many cities, as the letter headed "Would Prevent Unjust Competition" elsewhere in this department, will show. Doubtless some of the transfer and storagemen in these cities will write you regarding these ordinances and will furnish you with copies, upon seeing this letter.

There has never been a list of such ordinances and the cities in which they are in operation compiled, although TRANSFER & STORAGE is endeavoring to get information of this kind together from its series of articles on "Transfer and Storage in American Cities." The law books intended for the transfer and storage man do not take up any of these municipal laws.

H. T. L.

More About Teaming Business

Editor, TRANSFER & STORAGE:—In discussing the teaming business in your December number, in reply to my request for information, you say that if any of the changes I outlined in my letter as threatening the teaming business should take place they will be brought about as much by present and future conditions in the industry itself as by outside influence. May I ask for an explanation of this statement?

A TRANSFERMAN.

Chicago, Ill.

Present conditions in the teaming business make for great inefficiency. There are altogether too many concerns in the business in nearly every city, and the result is that price cutting is rampant. Price cutting makes for poor service and discontent on the part of the men in the business. The little fellows do their best to take the business away from the big fellows who deserve it. These conditions cause the teaming business to be very unstable, unremunerative and unsatisfactory generally.

The merchants fail to realize that in order to get service and responsibility they must pay for them and will employ the teaming company that will do the work cheapest, regardless of cost. Such companies of course, once they suffer a loss, go out of business and the merchant is the one who gets it in the neck. Or, the losses that they have through not knowing their business costs, eventually put them out of business and the merchant must look elsewhere for his teaming.

There are two ways of preventing this competition and thus getting the teaming business on a good, solid foundation where service can be rendered and the teaming business made a business and not a speculation. Most team owners drift into the business, and once in under present conditions, they want to get out because of what the other fellow is doing to them, forgetting that it is only what they did a year or so back to get the business away from the fellow who was ahead of them.

One way of preventing such competition is by having a strong teamsters' union with a regular wage scale—a fair one, but one that will be high. To be of value to the team owners, this union must be as nearly 100 per cent efficient as possible. The high wages resulting, and the necessity of each and every team owner paying the same wages does a lot towards making costs uniform and uniformity of cost is the greatest step towards uniformity of prices.

The second method is by having a high license fee and a strong ordinance providing penalties for its violation. The higher the license fees and the heavier the penalties the better. This will prevent the little fly by night concerns from coming in and grabbing the business. License plates similar to automobile plates may be used, as are used in New York City.

Then let the price cutter cut. He cannot hog all the business, and the more business he gets the greater his expenses become until he reaches the point of the large team owner. Then he must put up his rates or go out of business because he will have to employ union labor, pay heavy license fees, keep a big stable in an expensive section, and give service with the capital back of him needed to meet any losses he may experience.

H. T. L.

Who Did This?

Now a certain Warehouseman contracted with a Customer to move household goods from a railway terminal to his warehouse and deliver them at such time as Mr. Customer was prepared to pay the charges.

But when Mr. Customer appeared he was shy numerous dollars. Nevertheless, he produced a Sad Tale. "Tut! Tut!" said Mr. Warehouse, "Sad Tales are not legal tender."

With tears streaming from his eyes and straining in great quantities through his mustache, until the salt stood out on the hairs like rime on a frosty morning, Mr. Customer appealed to the sympathies of Mr. Warehouse. "No one is holding me up but you," he declared. "The butcher, the baker, the grocer, even the real estate agent are willing to wait until the first of the month when I shall have money to burn. Take these Ninety Dollars, deliver my goods and I will pay the remaining Sixty on the first, so help me General Jackson! And you may keep my piano as security for the Sixty."

And Mr. Warehouse fell for it, such is the power of Male Tears.

Yet Mr. Customer was a Dead Beat. For behold! On the first of the month he changed his name to Skipper and an Installment House took the piano.

Now Mr. Warehouse became a busy man. Much "waters come down at Lahore" while Sixty Dollars is a-making. But to his Extreme Joy he discovered the Mover who helped Mr. Skipper to skip. He telephoned the Mover and slipped him his own Sad Tale.

The Mover said: "Ha! Ha! Have you been so long in the business and learned no more than that? Ha! Ha!"

And that is all the information Mr. Warehouse ever received. Thus it is there is created and fostered the Affectionate Trust found among the Moving Men of our Great City.—"Moving."

Schemes for Gotham Snow Removal

Two feasible methods for eliminating traffic congestion in New York City during snowstorms by carting the snow away quickly were advanced at a meeting of several of New York City's civic organizations, held today at the office of Police Commissioner Woods in the Municipal building. One of the ideas suggested the subsidizing of a sufficient number of motor trucks by the city government to cart the snow away quickly. The trucks selected were to be listed and classified according to the districts in which their owners' places of business are located. A complete list was to be kept at the police commissioner's office and other smaller lists at each precinct headquarters of the number of subsidized trucks in that precinct. As soon as the snow began to fall, the captain in charge of each precinct was to call out all the subsidized trucks in his district and these were to be put to work carting snow in that precinct. The trucks were to be at the call of the police day and night.

The other suggestion proposed giving one or two firms in

(Continued on page 33)

Transfer and Storage in American Cities

LOUISVILLE



THE necessity for a freight transfer system, in the beginning, was the reason for the founding of Louisville. The city lies at the falls of the Ohio, where in normal seasons there is a fall of 27 feet in 2 miles; and in the early days all traffic down the Ohio river, which was the main East and West artery of commerce, had to be landed above the falls, transported overland around the rapids, and reloaded in the pool below. Sometimes the empty boats shot the rapids and during high water after a crew of pilots had been trained the laden boats, as now, proceeded on "over the falls."

Some of the transfer and storage equipment and practices to be found in Louisville today recall the early days when the river dominated traffic conditions. In the middle of the first half of the nineteenth century the Louisville & Portland Canal, later taken over by the Federal government, was cut through, and the extensive system of transportation connecting Louisville and Shippingport, now all included in the Louisville city limits, disappeared, the equipment being turned to other uses or shipped to other parts.

City Forms Rectangle with River

The city, about 7 miles long in an east and west direction, and $3\frac{1}{2}$ miles wide, north and south, is roughly rectangular, the river forming almost a loop at the falls. On the north the stream curves into the center of the city, half or three quarters of a mile out of a direct east and west line, while it swings around on the west at a right angle. The city lies mostly in a broad and level plain, left by the receding waters between the river and a series of knobs on the south. Only at the extreme eastern end is there a grade of any consequence and up here are two of the principal residence districts. The city and its environs contain about 300,000 people, while immediately across the river, connected by one rail and wagon bridge, two rail bridges and a ferry, are New Albany and Jeffersonville, Ind., with another 50,000 population.

Location of the business district in the early days was determined by the river and the river front, and probably the bulk of business is still done along a strip two or three blocks wide, paralleling the stream. Since the railroads came, however, manufacturers and jobbers have been rebuilding out on the southern extremity, along main lines of railroad, and to the west where are the terminals of the Kentucky & Indiana Bridge & Railroad Co. The belt line

of the Louisville & Nashville circles the city, and along this and the radiating lines of this company are other commercial plants and depots. These outlying plants, however, are rail shippers and do not figure extensively in the freight transfer.

City Has Two Hundred Miles of Paved Streets

There are 225 miles of paved streets in Louisville, with scarcely a grade of importance in the section where the bulk of the business is done. This excepts the wharf between Sixth and First streets, where the levee, paved, presents a sharp grade that must be negotiated in oblique lines, while the approaches to the river from Main street, which is on the general level, present difficult grades. About 20 miles of the paving, over which most of the freighting is done, are of granite block, either the big, old-fashioned block or the new types with concrete grouting. There are over 70 miles of brick streets, 60 of macadam, 60 of asphalt, a mile of wood block and occasional stretches of miscellaneous character, put down as experiments.

Tobacco and whisky dominate the industrial situation in Louisville, although the city is a large jobbing center and mixed freight makes up a good part of the haulage, while building materials, hay, grain and feed, machinery, fruits and vegetables, etc., contribute largely to the aggregate tonnage. Naturally, many of the larger jobbers and manufacturers maintain their own transfer equipment, but the fact that several of the industries are seasonable, with correspondingly fluctuating demands on transfer facilities, makes



Louisville's typical wagon is similar to that of Pittsburgh. This wagon is used for both freight and household goods.

it necessary for the big shippers to call on the freighting concerns to do their work.

Roughly there are five principal terminals, the terminal of the Big Four and the Chesapeake & Ohio, at Preston and Main streets on the east; the Louisville & Nashville terminal, at First and Water and the river front itself adjoining; the principal terminals of the Louisville & Nashville at Ninth street and Broadway; a cluster of freight depots in the vicinity of Twelfth, Thirteenth and Fourteenth streets, from Market street to the river; and the terminals of the Kentucky & Indiana Bridge & Railway Co., lying roughly along Thirtieth street, from the bridge approach southward. The Louisville & Nashville has other yards in South Louisville, and there are nine separate depots, not considering the two interurban freight depots or the wharboat of the Louisville & Cincinnati Packet Co., or that of the Louisville & Evansville Transportation Co.

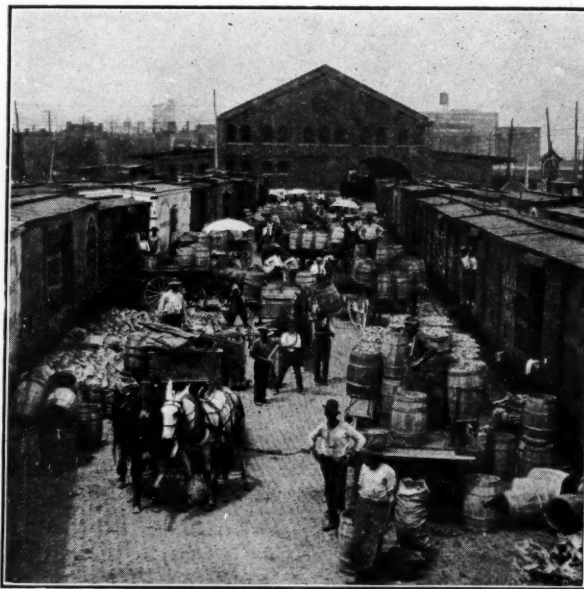
Terminal Facilities Generally Poor

Terminal facilities are not such, generally, as to expedite handling of freight shipments, the type of long platform depots, with numbered doors, for discharging or receiving shipments to or from given points, being used. There is no provision made by the railroads for sorting shipments from a delivery in bulk, and requirements provide that shipments for defined destinations be deposited at special points.

The "trap" car is coming into large use in Louisville and works both ways. Large shippers load cars on private switches with assortment of freight, which, on condition that 80 per cent of it is competitive, is received by various roads and assorted in their terminals. Incoming freight is handled in much the same manner by the railroads, on the same conditions as the outgoing, delivered in carlots on the private tracks of the shippers, thus eliminating much transferring.

There is no universal switching agreement in Louisville, though the Louisville & Nashville, which has the most extended trackage, switches all its freight free and this is said to be about 65 per cent. of all coming to the city. The Southern, the Illinois Central and the Louisville & Nashville, all of which serve the city south, decline to switch competitive freight for each other, which makes transferring imperative in such cases. At this time the Board of Trade has a case before the Interstate Commerce Commission seeking to make switching compulsory.

No organization of transfer or storagemen exists in Louisville. Some years ago such an organization was attempted, but it did not prove successful. The business is generally conducted on the "live-and-let-live" basis, however, and transfer men agree that there is very little cutting of rates, while



View in Louisville's potato market, claimed to be the world's largest, showing type of two-horse transfer wagon in most general use.

there are few cases on record of one transfer concern deliberately going after the business of another. It is perhaps true that the necessity of service during rush periods is useful in maintaining loyal relations between shipper and transfer man.

Bulk of Transfer Handled by 22 Concerns

Some twenty-two transfer organizations handle the bulk of the freight transfer business in Louisville. The line of specialization is seldom distinctly drawn. In fact, the leading concerns in the field supply an all-around service. Largest of these companies are the Crutcher Bros. Co., with 50 head of horses and mules; the Vandyke Freight Transfer Line, with two score or so head; the Horn Transfer Line, with 45 to 50 head; the J. H. Marx Transfer Co., with 35 to 40 head, this company specializing on coal and dirt; A. H. Bowman & Co., with about 40 head; the Iring Transfer Co., with 30 to 35 head; C. S. Tabb & Son, with 25 to 30 head. The number of horses and mules in use this winter is below normal, few of the transfer companies having replaced losses during the past dull year, finding, incidentally, that the net returns, with the curtailed equipment, are practically up to the average.

Rates for freight hauling are based on the hundredweight, with minimum charges of 15 to 25 cents for a load, each freight bill being treated as a separate transaction. Distance to be covered does not enter into computation of these charges, except as averages work out satisfactorily all around. Seldom is the distance covered more than a mile, and the average haul will come under that. Rates charged range from 3 to 5 cents per hundredweight, according to the class of the freight, and these rates, it is claimed, are realized generally, contracts being signed on such a basis.

Two types of wagons, invariably made in Louisville, are in general use. The feature of the type is the long, "spring flat" two-horse wagon, the form of which is dictated by the character of the tobacco hoghead. This wagon has been developed since the Civil War, before which what was locally called a "dray" being used. This was a flat bed, two-wheeled affair, with shafts for the wheel horse, usually a mule, and a second mule driven tandem, guided by a gee-



Two-and-a-half-ton Packard truck used for moving household goods in Louisville.

line. These vehicles were in large use even in the decade after the war, coal carts of the same type being often seen in Louisville still. These "drays" carried only two hogsheds of tobacco.

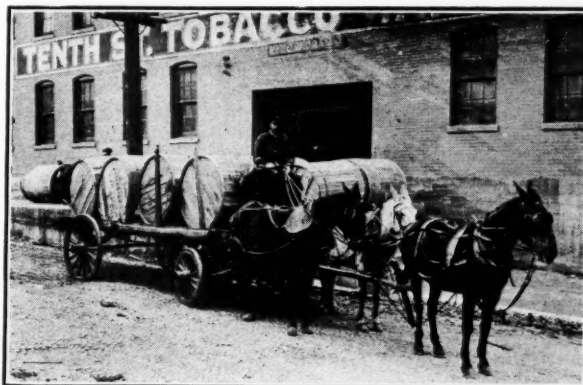
Goose-Neck Second in Louisville Evolution

First of the succeeding wagons, built at a time when streets were not as good, were made by the Tross Blacksmith shop, now conducted by Fred Tross, brother of the original owner. Some of them are still in use. They were flat platformed, $18\frac{1}{2}$ feet long and $5\frac{1}{2}$ feet wide, with wheels 2 feet 10 inches and 4 feet, respectively, three inches on the treads. The framing of the beds of these wagons was somewhat different from that of later wagons. There are no top side rails, the floor being continued to the edge, and ironed. Five "rails," as they are called in Louisville, (stringers would be another term) are the principal parts of the framing construction. These are parallel and extend the full length of the wagon, being mortised front and back. They are of oak, cross sections measuring $3\frac{1}{2} \times 5\frac{1}{2}$ inches. The axles, of steel, are 3 inches square, collar to collar, and the spindles are 13 inches long. The platforms are mounted on truck springs, 3 inches wide, 18 leaved, 48 inches long, with one eye end and one loop end. In order that five hogsheds may be loaded, goose necks were provided at the front, extending 21 inches over the front and running back on the rails 2 feet 9 inches. These receive the forward hoghead, which is thus carried well over the front of the wagon.

Two teams used on these wagons have given place to the single team used on the present "spring flat" which, though designed to carry hogsheds of tobacco, are used for nearly every purpose. The type at present in use has a bed 16 feet long, $5\frac{1}{2}$ wide, with $3\frac{1}{2} \times 2\frac{1}{2}$ inch side rails, axles $2\frac{1}{4} \times 12$ inches in the box, wheels 2 feet 10 inches and 4 feet, $2\frac{1}{2}$ inches on thread. The fifth wheel, $2\frac{1}{4} \times 5\frac{1}{8}$ inches, is three feet in diameter. Truck springs are 4 feet long, 3×15 leaf. The typical wagon of this kind has a permanent driver's seat at the front, elevated, and is equipped with four "chalks," as they are called, two long skids, two straight standards and two hook standards, these being for hoghead handling. The long skids are used in loading from or unloading to a platform, the hook standards in loading from or unloading to the ground. The straight standards



Typical one-horse wagon as used in Louisville on the Interstate Bridge connecting Louisville with the Indiana shore.



Spring flat wagon used in Louisville loaded with tobacco hogsheds. This type of wagon does the bulk of the heavier freight hauling.

serve the purpose of an end gate, while the "chalks," or chucks, are of hickory or oak and sell at Louisville wagon-making shops for 35 cents each.

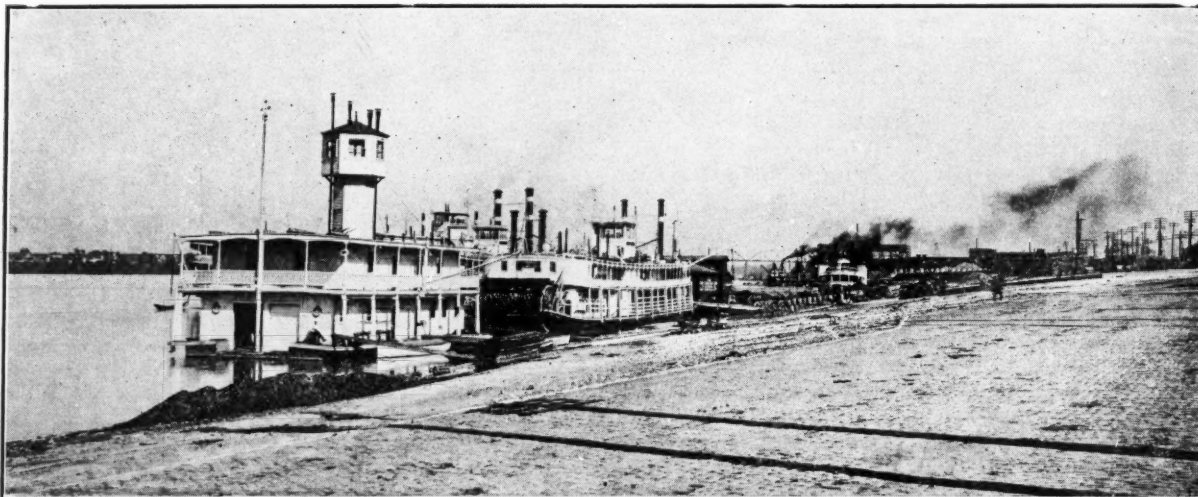
Such a wagon is the typical freight transfer wagon in Louisville, claimed to be the best made in the country. These wagons readily carry three to five tons and are subject to excessive overloading. All of the transfer concerns have such wagons. They serve for virtually every kind of freight, while, during the heavy tobacco season, all of these companies can turn to hauling hogsheds. These wagons for general freight load as readily from the side as from the rear. The absence of grades enables the low side rail to keep almost any load aboard without even a stake on the side.

The other type of wagon is a covered heavy express wagon, made in a variety of styles. This has a canopy top, supported by corner posts, driver's seat under the hood, beds from 12 to 14 feet long, with side and end rails 10 to 14 inches, width of bed about $5\frac{1}{2}$ feet. Curtains are provided and used in stormy weather. These wagons are built in large numbers for transfer companies, private concerns, etc. The Adams Express Co. uses them Louisville, while in various one-horse forms they are everywhere. The typical wagon of this description is used principally for merchandise freight, rates similar to other classes, and will carry three tons with ease.

Tobacco Cartage is Specialty Line

Specially characteristic of Louisville freight transfer is the hoghead tobacco freight. This is a specialty line and the bulk of the business is handled by six concerns, the Dover Transfer Co., the L. Wooldridge Tobacco Transfer Co., the Falls City Transfer Co., the E. J. O'Brien Co., L. A. Campbell & Co., and the Applegate Transfer Co. These concerns do not maintain extensive stables, the Dover company, for instance, operating only four wagons the year around. The availability of almost any of the other "spring flats" in the city, however, enables the company to undertake any volume of hauling, the rate for hired wagons, team, wagon and driver, being \$5 a day.

Louisville used to handle 200,000 hogsheds of tobacco annually and now handles about 100,000, the reduction being accounted for by the numerous markets which have developed the smaller centers in the state. Each hoghead gets at least two and often four handlings. The hoghead varies one way or another about a standard size, which is 4 feet in diameter and 5 feet long. It is a slat cylinder with heads, roughly though firmly coopered, rather than a true hoghead. During the season, which is that part of the fall and winter when the tobacco has been cured and there is enough moist-



A high-water scene on the Louisville river front. The river is nearly bank full and there is not much incline.

ure to enable the growers to handle it and "prize" it (compress it into hogsheads), hundreds of hogsheads come into Louisville daily, by train or boat. Every hogshead is destined for some special "house" and marked and so identified on the bill of lading. The transfer man gets his bill, and his representative at the freight depot checks the tobacco out, the drivers signing the due bills.

From the levees or depots the hogsheads are delivered to the special house or warehouse, delivery meaning rolling off on the pavement, in a line with the door of the warehouse if possible, or elsewhere in case of a jam. Big sawdust filled canvas cushions are sometimes provided and the hogsheads drop from the rear end of the "spring flats" upon them. The "breaks," which constitute the tobacco market, getting the name from the fact that here the hogsheads are broken

open to be "sampled" by the buyers when sold, extend along Main street from Eighth to Twelfth. After being sampled and sold the hogsheads are re-coopered the compressed contents retaining their form, and rolled back into the warehouse, after being marked with the buyer's name or designation, and their special or lot number.

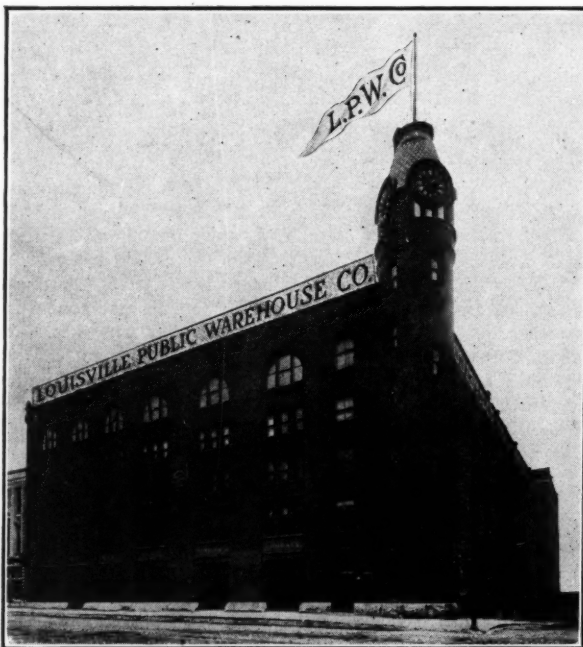
Tobacco Sometimes Stays in Storage 5 Years.

Sometimes they are taken away immediately to the factory, depot, rehandling plant, etc., while at other times they lie in the warehouse where delivered for as long as 5 years, until the buyer calls for them. This fact and the fact that the warehouses are all old, make efficient warehousing methods difficult, and so a corps of trained "rollers" has developed. These rollers are negroes, many of them unable to read or write, but all of them able to identify names with which they are familiar, and numbers.

An order comes for a certain number of specified hogsheads. Two rollers get it and set out into the recesses of the warehouse for the particular numbers. Candles on long sticks give them light to read the names and numbers on the ends of the hogsheads, which they roll out to the door, sometimes elevating from the basement, sometimes lowering from upper stories. It is not infrequently that the "rollers" move a hundred hogsheads before they are able to get the right ones out to the door. This is pertinent to the transfer story, because the transfer rates absorb these rolling costs. For each hogshead the rolling allowance is 6 cents, while for each hogshead loaded another 2 cents is paid to the rollers who, at the warehouse doors, assist the drivers.

Although the dimensions of the leaf tobacco package are nominally uniform, the weight varies as much as from 900 to 2,500 pounds, depending upon the tobacco. Burley tobacco from Central Kentucky is light in weight; dark tobacco from Western Kentucky and Southern Indiana is very heavy. Yet the package is the unit in fixing the rates for haulage. Roughly speaking there are two schedules, one for hauling hogsheads from the depots to the Main street district, inbound freight. This allowance is 25 cents per hogshead.

The rate allowed for outbound freight from the Main street warehouses to any of the depots is a flat 50 cents. Other established rates for other haulings have been developed, such as from warehouse to certain factories and from re-handling plants to depots. The charge per hogshead from the rehandling plant of Liggett & Myers, at Twenty-fourth



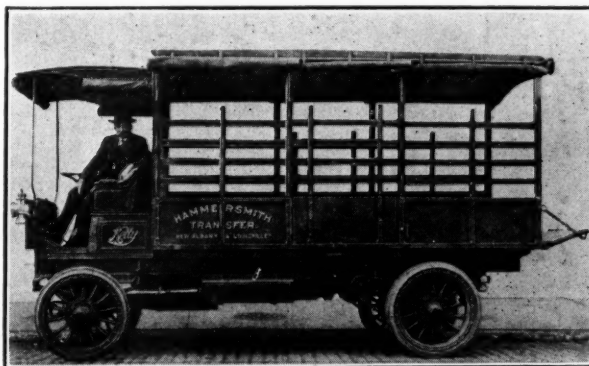
Main and Brook Streets plant of the Louisville Public Warehouse Co.

and Main streets, for instance, to the K. & I. terminal on Thirty-first street, is $22\frac{1}{2}$ cents a hogshead. The inbound rate has worked low so as to keep the warehouse men from putting in their own hauling equipment; the outgoing rate is larger because the purchaser pays the freight, and the traffic will stand it. There is occasionally some price-cutting, but very seldom, and sometimes the price-cutter who is discovered finds it impossible to get teams when his days of stress come.

Not one of the older freight transfer companies in Louisville has a motor truck. The Highland Motor Transfer Co., which specializes on building material, has three trucks, and the Louisville Motor Transportation Co. operates another line of light trucks. Conditions of the freight depots of the city, necessity of frequent stops at the various doors and frequent waits in line, together with the average short hauls, make the motor of doubtful value to the transfer companies in Louisville, they assert.

Most of the manufacturers, jobbers, etc., own and use trucks of various capacities and types, but the average haul of less than a mile and the prevailing number of stops has not led the transfer men to consider trucks as practicable in any considerable degree. Liggett & Myers have the only truck in the hogshead hauling work, a five-ton Pierce-Arrow, worm-driven, with a skeleton bed arranged to carry six hogsheads in two rows, lengthwise of the truck. It is giving service and attracting attention, but the transfer interests have yet to be convinced that it will save money.

Use of trucks with the Highland Motor Transfer Co. and with the Louisville Motor Transportation Co. is apart from freight transfer work, although at the outset the Highland company ventured into the freight-hauling field. It developed, however, that there was no money to be made in this service, in view of the short hauls, frequent stops and delays, and now the company handles building materials almost exclusively, doing some coal-hauling as well. The equipment consists of three White trucks, one platform bed five-ton truck, another dump-body five-ton truck and one

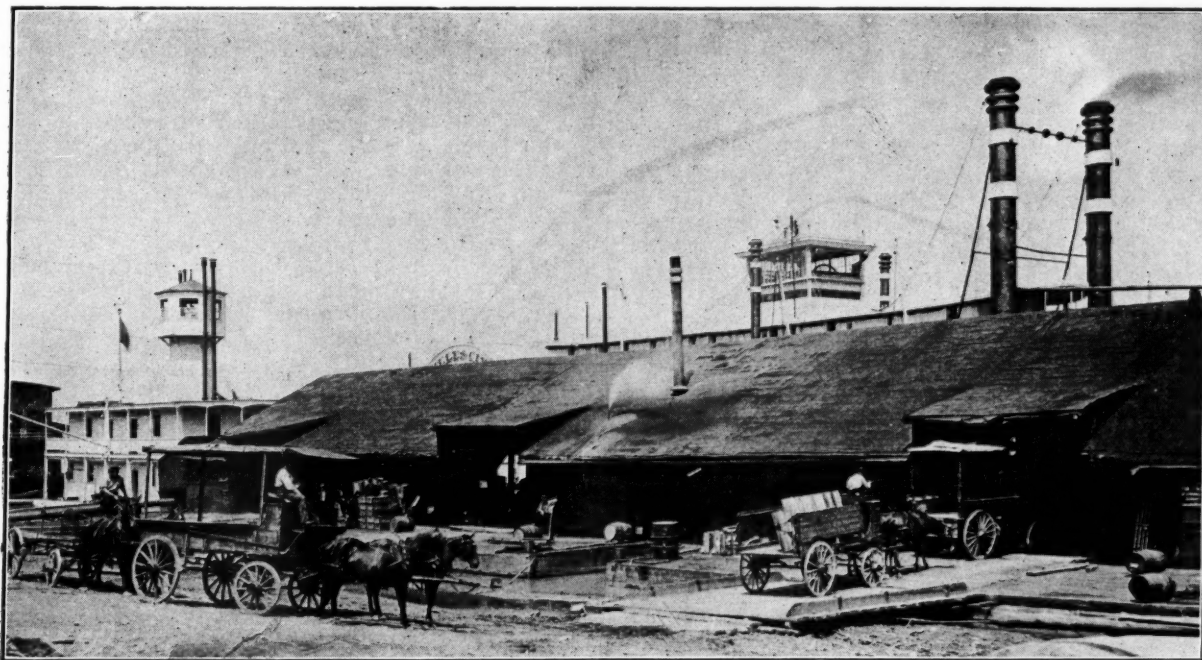


Three-ton Kelly truck used by the Hammersmith Transfer for carrying freight between Louisville and New Albany, Ind.

one-ton truck. The Louisville Motor Transportation Co. uses two Indiana trucks, one of three tons and the other $2\frac{1}{2}$ tons, the first with a dump body and the second with an express body, it being occasionally used as a furniture moving van.

Heavy Hauling in Hands of Two Companies.

Two transfer concerns do practically all of the heavy hauling in the city, the Crutcher Bros. Co. and the Iring Transfer Co. No trucks have entered this field at all. All of this hauling is on a basis by itself, there not being enough of it or of any particular character to make it possible to establish a scale of prices. Generally each undertaking is handled by contract or estimate. Three types of wagons are used, a heavy, flat jolt-wagon, a pole or coupling wagon, and a goose-neck, low-platform wagon for stone, etc. The Iring company has a high wheeled wagon with elevated pole from which certain kinds of weighty pieces are suspended. Structural iron and machinery, safes, etc., constitute the principal haulage, of which there is not a great deal, not enough, in



A river-front scene at wharfboat of Louisville and Cincinnati Packet Co., where most of the river freight is handled.



Unloading barrels of salt from barges on river front at Louisville. Much time could be saved if these crates could be placed directly on the wagons or trucks.

the opinion of the transfer interests, to justify an elaborate outlay for wagons, to say nothing of trucks.

The Louisville Transfer Co. handles by all odds the bulk of the baggage transfer and delivery business. The Louisville Carriage Company operates a wagon or two and there are the usual number of one-wagon individuals so engaged. The Williams Messenger Co. is an organized city express company, specializing, however, on store deliveries, as is the case with the Auto Parcel Co., both these latter using a number of rebuilt and converted light passenger motor cars. All of the railroad express companies maintain delivery equipments and handle local business as well, while the traction companies operating between Ohio and Indiana across the river operate a motor express truck for deliveries in the central part of the city.

Three concerns specialize in crossriver transfer, L. Hammersmith and W. T. Collins operating a line of wagons between New Albany and Louisville, via the K. & I. bridge, and Frank Same operating by the Louisville & Jeffersonville ferry between these two places. A definite schedule of rates has not been established for this service, which meets competition from the electric lines.

Baggage Rates on Zone System.

Charges for baggage deliveries are apportioned on the zone system per piece. From hotels to depots the rate is 25 cents; depots to residence districts ranging from 50 cents per piece up to \$2.50, increasing by 25 cents a mile. The company operates one Packard one-ton truck with box bed, sides winged, and a number of wagons, two horse and one horse of various sizes and capacities. Branches are main-

tained at each of the hotels, while the company checks all trains into Louisville. In addition all of the theatrical scenery and baggage is handled on a contract basis by this company, which has the usual equipment of wagons for this purpose. Theoretically motor trucks are favored for this business, in view of the frequent long hauls, and the wear and tear on mules used in the service, but except in the one instance named no trucks are in service. The system of interurban lines radiating from the city and the fact that the suburbs are generally located on the steam lines removes the suburban hauling from consideration to any considerable extent.

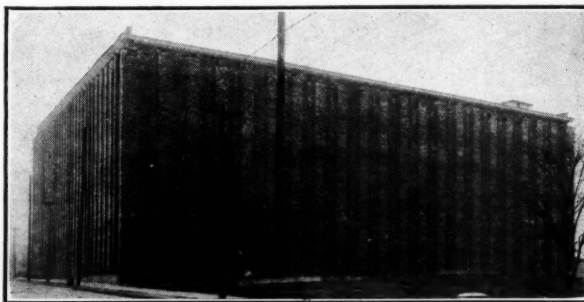
Getting into the "moving van" field, as the household goods moving industry is locally termed, another particular feature of the Louisville situation is disclosed. This business is very largely in the hands of colored men. The directories list considerably more than a score of "Movers and Packers," of whom about half are colored. In the years shortly following the Civil War Guy W. Smith, colored, was the leading furniture mover in the city, having the largest part of the business, perhaps. He continued to expand, his sons went into business with him and men in his employ one after another set up for themselves, while most of the individuals with their own wagons who handle this character of business are colored men.

Rochelle I. Smith, one of the sons of Guy W. Smith, who died two years ago, conducts perhaps the largest of these concerns at this time. He operates three trucks and six wagons; Guy Smith & Sons, two sons conducting the business, one truck and six wagons; Charles H. Rogers, one truck and six wagons; Rumsey Roman, one truck and three wagons; Charles W. Taylor, three wagons; Lightning Moving & Packing Line, three wagons; J. W. Murray and the Expressmen's Headquarters, an organization of colored men, wagon-owners, also do a considerable volume of business. They have the confidence and the patronage of the Louisville public and they do a large amount of the moving, packing, etc.

White and Colored Van Owners Compete

The colored men, however, do not have anything like a monopoly, for there are several other movers and packers with adequate equipment who contest for the foremost places with the larger of the colored concerns. A. Arnold & Sons, with two trucks and two wagons, Herman Poll with two trucks and one wagon, and William Noltemeyer, one truck and two wagons, are the principal other concerns in the business. For some time the Louisville Motor Van Co. was in the field with two automobile trucks, operating in connection with a storage warehouse, though independent of it. That company, however, found the business hardly profitable and withdrew from the field.

Charges for moving are based on the load, ranging from \$2 up for two horse wagons and from \$3 up for the trucks,



A whiskey warehouse typical of Louisville.



One of Louisville's freight terminals, as up to date as any of them.

charges being loosely apportioned according to distances, arbitrary rather than definitely established. Much of the business is done by contract, estimates being made on the whole job for packing, crating, moving, etc. Charges for packing vary, as well, with the price of the materials used, character of pieces packed, etc., and are usually based on estimates, both by the movers and by the storagemen. The movers prefer to handle this work on the basis of cost of materials plus the charge by hour for the men engaged.

Vans used are usually the same type of wagons as the covered spring freight transfer wagon, not as heavy, perhaps, but of similar dimensions for the two-horse outfits, though the one-horse vehicles are smaller. Practically all of the motor vans are of the box bed type, with fixed canopy tops, side rails and curtains. Rochelle I. Smith has one Mais three-ton worm-driven truck, which is duplicated by a similar truck used by Mr. Arnold. Most of the trucks in service are ton-and-a-half Kelly-Springfield or Indianas of the same character. No specially constructed trailers are in use, although frequently ordinary wagons are pressed into service for short runs, the gears not being made to stand long ones.

No Commercial Garages in Louisville.

In the whole city there is nothing new of noteworthy character in the way of freight transfer or other general service stable or garage. None of the freight transfer companies has built a stable for some years, while there are too few motor trucks in use to make a commercial garage important. Several of the private enterprises have in the last few years constructed model stables, and the city has built such a stable, but no strictly modern stable is used by concerns in the transfer field. Generally these stables are adequate and sufficient, though not built from the efficiency point of view. They are, however, of a character to insure the welfare of stock housed in them.

As to motors in the household goods moving business, the opinion of leading members in the industry is that, while they may not be directly profitable, they are profitable as advertisements, and are necessary from the point of view of rapid service to customers. Practically none of the concerns using them has opened accounts with individual trucks, but in the face of competition, the availability of the trucks for long hauls and the impression they give of progressiveness, they are considered desirable additions to the equipment. Most of the movers who operate motor trucks have made numerous long hauls, some of them as far as Cincinnati, 110 miles east.

There are five licensed warehouses in Louisville which accept household goods for storage, this number being increased by a large number of unlicensed storage places where odd lots of household goods are stored. The Fireproof Storage Warehouse, the only fireproof storage ware-

house in town, is the largest in point of provision made for household goods. The Louisville Public Warehouse Co. has extensive warehouses, non-fireproof, in which large quantities of household goods are stored, while Rochelle I. Smith has a number of warehouses at different points, he being the principal warehouseman operating teams and motor vans in connection with this feature of the business. Other considerable warehouses with transportation facilities are those of the Security Transfer & Storage Co., with two light Indiana trucks, and the John A. Etheridge Co., with teams, warehouse and auction sales rooms.

Half a Cent a Month for Open Storage.

Rates for storage vary with the number of establishments. The Fireproof Storage Warehouse bases its rates on the cubic foot, insurance included, the rate for open storage being half a cent per month and for storage in private compartment, fire-doored, etc., 1 cent a month per cubic foot. Rates at the Louisville Public Warehouse go by room, which are rated as capacious enough for one or two or more one or two-horse loads. This company is more of a merchandise storage warehousing concern. Rates charged by the other warehousemen vary according to dimensions and character of quarters. The Louisville Public Warehouse, for instance, with automatic sprinkler system and low insurance rate, charges \$1 for a one-horse wagon load per month, and \$2 for a two-horse wagon load. Packing charges, as previously noted, are made according to the job in hand.

Household goods and merchandise storage overlap, in two cases—Louisville Public Warehouse Co. and Fireproof Storage Co. The former is principally a merchandise storage house, maintaining the bonded Government and customs warehouse and having also a bonded whisky warehouse, op-



Modern building of the Fireproof Storage Co. of Louisville.

erating two plants, one at Brook and Main streets, which is used for several purposes, and a strictly merchandise warehouse at Seventh street and Magnolia avenue, one or the other house being reached by all railroad lines. The Louisville Public has a total capacity of about 300,000 cubic feet, with track-room for about 80 cars, all told.

The Fireproof house, located centrally, Green street between Third and Fourth streets, has 1,000,000 cubic feet and though it specializes on household goods and valuables, stores much of the costlier merchandise of the city. A cold storage department is extensively used by the furriers and the merchants dealing in such goods, and when these are out serves for fruit. Of course there are many private warehouses owned by merchants, jobbers and manufacturers scattered all over the city, usually being adapted old buildings, but these do not enter into the case, for they are served mostly by the equipment of the owners.

Public Warehouse Gives Terminal Service.

Service performed by the Louisville Public Warehouse is interesting in this connection. In many respects it serves the purpose of a terminal and receives large quantities of freight from manufacturers or jobbers by wagon for distribution by rail. Whisky shippers make large use of this service and by means of it they, in the aggregate, are able to get carload rates on smaller shipments. The same company also makes up trap cars, described previously, and this service considerably shortens many a haul. This same company comes the nearest to being a capacious terminal warehouse of any in the city. None of the railroad terminals, with the exception of the Monon railway, has a terminal warehouse in connection with its freight depot, and this is comparatively small. At the various freight depots of the city immediate removal of freight is required under penalty of storage charges.

The concern doing a strictly merchandise storage business is the Tabb & Son Storage Warehouse and Transfer Line, with warehouses at Fifteenth and Rowan streets. This concern maintains its own teams and wagons, of the character previously described, and warehouses much freight for Louisville merchants and others. One of the extensive businesses is handling of roll paper for the newspapers, large quantities of this material being handled annually, deliveries to the newspapers being made as required, though shipments are in large lots at intervals. C. S. Tabb, founder and head of the concern, after the Civil War, which wrecked the fortunes of the family in Virginia, walked to Louisville over the mountains, and for some time, until he was able to accumulate enough to buy his first team and one of the first "spring flats" used in Louisville, was himself a teamster.

One Company Controls Cold Storage.

Cold storage facilities are practically altogether in the hands of the Merchants Ice & Cold Storage Company, which has five refrigerating plants and warehouses in the city and a fifth a short distance east of the city, in the center of a trucking district, used principally for produce, meats, etc. The Merchants' company has accumulated these plants by successive purchases of other companies, and greatly exceeds in storage capacity all the several small "independent" plants and warehouses. The Merchants' plants handle any and all business offered, though the greater bulk of the commodities stored is made up of potatoes—Jefferson county being a heavy potato producer—and apples and other fruit.

From time to time in Louisville various projects for unifying the freight-handling equipments and terminals or movements looking toward securing uniformity all over the city have been broached. One movement projects a permanent river wharf of two stories, with means for transferring rail and river freight, so as to make wider use of the cheap

river freights possible, though this would be a movement toward eliminating rehandling of freight by wagon.

Nothing like uniformity obtains at the various depots. Platforms of some are high; of others low, varying even at the same depots. Louisville is still going through a transitory period in the freighting way. Practically all the new business houses, jobbers and manufacturers, are locating on the railroads, which, while on one hand it will tend to decrease the volume of transference, will on the other increase the lengths of haul. But as far ahead as the leading members of the transfer industry can see at this time, the horse and wagon promise to represent greater advantages to them, conditions as they are, than the motor truck.

Reporting Removals

The proposed city ordinance fathered by the Essex County (N. J.) Grocer's and Butcher's Association to compel van owners to report all removals within the city of Newark, was presented to the Common Council at its regular meeting on Friday evening, December 3rd. As this was the first reading it was not acted on but was recommitted to the license committee for consideration. It is necessary to pass a second and third reading before the ordinance shall become effective.

The ordinance in brief states that all firms, corporations or individuals owning or operating vans, express wagons or furniture wagons for the purpose of moving or transporting household goods or personal effects from one place to another in the city or from the city or to the city, shall file a written report with address, date of removal, and character of goods moved with the city clerk within one week of the moving, same to show name of owner of goods, old address, new address, and name of the owner or man in charge of the van. Blank forms would be supplied by the city clerk for this purpose. Failure to comply with the conditions stated above would incur a fine of not less than \$5.00 or more than \$50.

This is substantially what the ordinance covers, but it is enough to cripple the moving business to say nothing of the express business.

It is useless to comment on the absurdity of the ordinance or the hardship it would enforce upon van owners should it become a law. It can readily be seen that in a short time the small men in the business who do not keep any books (some cannot even write, though they are very good furniture movers and honest, intelligent workers) would be forced to go out of business owing to fines and other legal entanglements caused by this unfair ordinance.

The larger concerns would naturally be put to considerable additional expense in getting out their reports which of course would result in an advance in the cost of moving which the public would have to pay.

The above takes no note of the extra expense of clerk hire which would be required in the city clerk's office to handle the matter covered by the ordinance nor of the expense of files, stationery and other equipment which would have to be paid for out of public funds.

These are only a few of the many bad effects this law would have. The ordinance would have no merit and should not be further considered by the city. The fact that it has been tried in several other cities and proven unjust, unconstitutional and a complete failure in its purpose, foreshadows its signal defeat in Newark. Were it put to a referendum vote there is no question but that it would be rejected by the good people of Newark by an overwhelming majority. Why? Because it places the moving public in the criminal class and they would certainly resent this if given an opportunity.—"The Tailboard Load."

Illinois Storage Conditions Under Utility Control

The following paper on the subject "Commission Control of the Household Goods Warehouse; What Has Been Accomplished in Illinois" was read before the convention of the American Warehousemen's Association at the Hotel Astor in New York City in December by R. J. Wood, secretary and general manager for the Lincoln Warehouse & Van Co., of Chicago, and also secretary of the Illinois Furniture Warehousemen's Association. Both household and merchandise storage houses have been operating under the supervision of the Public Utilities Commission in Illinois for more than a year, and some interesting and enlightening situations have developed. The paper follows:

WHEN my esteemed friend Mr. Keenan of the Haugh & Keenan Storage & Transfer Co., of Pittsburgh, asked me to prepare a paper on Commission Control of the Household Goods Warehouse, he probably failed to recall that he "wished upon me" practically the same subject for the Kansas City meeting a year ago. At that time, in its unknown quantity, it was a live subject for thought and a dry subject to write about; so dry, if my memory serves me correctly, that while I was reading those scintillating extracts from the Illinois State Public Utility Act, of which my paper was almost entirely composed, my hearers, one by one, were quietly making their escape from the room, to seek those other extracts, which would, to a certain extent palliate the dryness which permeated the meeting room.

Commission Control; that panacea for the cure of all the ills that the warehouseman is heir to: Sept. 1, 1914, in Illinois was the, to be, Emancipation Day of the household goods warehouseman. The millenium had arrived, so it was thought. But had it? Let us see what has been accomplished in Illinois.

Majority Was Opposed to Commission.

The Illinois State Public Utilities Commission held that all warehouses storing goods for hire were properly under the control of the Commission and in their Conference Ruling No. 12 ordered that the warehouses file schedules of rates in compliance with the Act. There was much talk pro and con regarding the advantages to be derived from Commission Control. The great majority were opposed to it, but when we were advised by counsel that the Commission undoubtedly had the right to regulate us, very naturally we decided to file rates. At a meeting held with the Commission they said that we would be required to file rates for storage and warehouse labor only; that they would not compel us to file cartage, packing material and labor rates at that time. Through the Illinois Furniture Warehousemen's Association, the members of that Association together with some few outsiders, were able to agree upon and file a uniform schedule.

At this time the right of the Commission to regulate warehouses was contested by the Monarch Refrigerating Co., a cold storage warehouse; they were defeated in the lower court, carried the case to the Supreme Court of Illinois which also ruled in the Commission's favor. I am inclined to think that had the attorney for the Monarch Refrigerating Co. properly presented the case, the result might have been different.

With the filing of rate schedules, the Commission seemed to think that its duty was fully performed. There was no attempt made to see that rates scheduled were lived up to, nor was there any disposition to regulate or standardize storage rates. Warehousemen were permitted to file such rates as they pleased and these were accepted without comment.

As Secretary of the Illinois Furniture Warehousemen's Association, I was directed to procure copies of all schedules filed by warehousemen in the State and I can assure you that some of these were very startling and unique. For example, one warehouseman filed a rate of 50 cents per month for each room of furniture, storing the average six room apartment for \$3.00 per month. Another scheduled 50 cents per month a front foot; no mention being made of the depth of the storage space! Another, \$1.00 to \$4.00 per month or less, for private room, according to quantity or quality of the goods. Another, 4 cents per square foot per month. Still another "open storage 10 cents per month per hundred weight." Another "about 6 cents per cubic foot." I will say however that the majority of these were fairly small concerns. There was one large firm on the South Side which filed a rate of $\frac{1}{4}$ cent per cubic foot to $1\frac{1}{2}$ cents per cubic foot per month, certainly giving them a wide latitude and a chance to make about any rate they pleased. It is reported that this firm made the remark that they had "slipped one over" on the Chicago warehousemen. The competition of this firm has hurt.

No Attempt to Regulate Rates.

As I remarked before, the Commission has made no attempt to regulate rates nor have they taken any steps to see that the schedules filed have been lived up to. It is common knowledge that several warehouses in the city have totally disregarded their published rates and have been taking storage for any price they saw fit to make. There are a number of warehouses who have never filed schedules and up to the present time the Commission has not compelled them to.

The Act provides that before anyone can embark in the warehouse business they must apply to the Commission for a "certificate of convenience and necessity" and until such a certificate is granted they cannot proceed with the construction of a warehouse building. Even in this the Commission has been negligent. Warehouses have been erected without a permit being applied for; nothing has been done about it. In some cases permits have been granted where there was no necessity and in cases where a warehouse would have been a convenience, the application has been denied, and in one instance at least there is ground for belief that political influence was the cause.

There are department stores storing rugs and furs; safety deposit vaults, silversmiths, installment houses and various other concerns storing goods for hire, none of which the Utilities Commission has made any attempt to control. Certainly they are as much a Public Utility as is the warehouseman who stores household goods. What is the use of regulation if it does not regulate?

October 1 Was "Black Friday."

If September 1, 1914 was the Emancipation Day for the household goods warehouseman, then October 1, 1915, was indeed the "Black Friday." The panic which followed the failure of Jay Cooke in 1871 (remembered only by a few of us older ones) was no greater than the one which followed the receipt by the Illinois warehousemen on that day of a 24-page beautifully printed and handsomely bound Annual Report, with a request from the Commission that it be filled out and filed forthwith. In fact it was supposed to be filed the day before we received it. Consternation ruled supreme. It would have taken an audit company a week to make up such a report. The poor warehouseman with his simple set

of books would have a fine time figuring out the "expiration or relinquishment of intangible capital," the "amount charged for amortization of intangibles" and a lot of other phrases which no respectable warehouseman would care to associate with.

To make a long story short, the Commission requested an itemized statement (and most of you know what that means) of each warehouse business and, if you please, an affidavit to the effect that it was a true statement of the earnings, expenditures, profits, etc., etc., of all departments of such business. This was all in accordance with the Act, which provides that an Annual Report shall be made and filed with the Commission and such report shall be open to public inspection.

Competitors Get Valuable Data.

Now no warehouseman could possibly object to an inspection of his meagre profits by the public, if it desired to go to Springfield for that purpose, but he was bitterly opposed to that same inspection by one of his fellow warehousemen. It may be that he might also oppose the scrutiny of some member of the Board of Assessors. Right away, strange as it may seem, the warehouse brethren began asking each other, Why is a Public Utility Commission? and the more they talked of it, the less they thought of that Emancipation Day and the more convinced were they that the household goods warehouseman was not a Public Utility and therefore did not properly belong under the control of such a Commission.

In the meantime, the cry "what will we do about this report?" was heard from one end of the State to the other and the prospect of a fine of \$100 per day for failure to file the Annual Report was a dire menace. Regular and special meetings were held, at which the report was the chief topic for discussion. A committee was appointed to arrange a meeting with the Commission and secure an extension of time and to ascertain how the Commission felt about the household goods warehouseman. It was voted unanimously that it was the desire of the members to get away from Commission control and to find some means of accomplishing this, either by suit or an appeal to the legislature.

Legislative Action to Remove Warehouses From Control.

The committee in meeting with the Commission ascertained that there was considerable apathy on the part of the Commission concerning the household goods warehouseman, that it was considered a mistake that he was included in the Act and it was not intended that he should be. When it was pointed out that the warehouseman, with his present book-keeping methods would be unable to make out such a report as was asked for, it was suggested by the Commission that possibly this year's report would be suspended and that the warehouseman could start keeping his books January 1, 1916, to conform with the Commission requirements. It is needless to say that this plan had the unanimous consent of all. In the meantime it may be thought best to seek legislative relief and endeavor to have the household goods man excluded from Commission Control.

The advantages derived from Commission Control have, up to the present time, been few. Perhaps the greatest benefit has been the education of the public to a cubic foot standard for storage space. They understand that we are under Commission Control, that the rates of the majority of houses are the same and that the storage rate depends entirely upon measurement. There is no argument; the warehouseman points to his printed schedule and that ends any discussion.

The warehouseman has increased his storage revenue because he now gets his full rate, where formerly he was very

apt to take \$10 worth of storage for \$7 or \$8, depending upon how keen competition was.

There has, however, been one bad feature which it will always be difficult to overcome, and that is the practice of estimators in quoting low approximate storage rates for the sake of getting the business. When an estimator quotes an approximate storage rate of \$5 per month on a lot which he well knows will measure up \$8 and which does measure \$8 when it is stored away, the warehouseman has a dissatisfied customer on his hands and his reputation may suffer, but in the meantime he has secured the storage. This is a practice which should be discouraged because, if persisted in, it will reflect on the whole warehousing industry.

The Illinois State Public Utilities Commission has unlimited power over its Public Utilities. It can compel the warehouseman to charge such rates as it may see fit; it is the arbiter of his profits and can dictate as to how much profit he shall make and regulate his rates accordingly. It has the power to prevent him from erecting other buildings, it can prevent him from issuing bonds on his plants. It will not permit him to issue notes for a longer duration than 12 months without its consent.

The Commissioners are appointed by the Governor, two serve 2 years, two 3 years and one 4 years. Every change of administration practically means a new Commission. Is it advisable that our business be controlled by such a Commission and be subject to the whims of political appointees?

Is Real Commission Control Possible?

It is possible for a Public Utility Commission to properly regulate and control the household goods warehouseman and his rates for storage, cartage and packing? Will they do it? Would such control be advantageous particularly when it is taken into consideration that there are many concerns engaged in the business of moving, packing and shipping household goods who are not warehousemen and therefore, not subject to Commission control. Perhaps our Minnesota friends can enlighten us on this point.

If a Utility Commission would fix a standard rate for service and compel every one to live up to that rate, then such control would be ideal from the warehousemen's point of view, but would not this be monopolistic in its tendency and defeat the very end sought for in creating Public Utility Commissions?

Personally, I would dislike very much to see the warehouseman of Illinois go back to the old way to taking storage at any old price in order to get the business, but whether the bitterness of the unknown factors of Commission control will outweigh the sweetness of increased storage revenue and a standardization of storage rates, is something which only Father Time can tell.

Storage House Need Not Take All Goods Offered.

One of our ablest attorneys in discussing Commission Control has said "you warehousemen have a right to refuse or deny to anyone whom you want to the right to store his red hair, or black hair, or a bald head; it does not make goods in your warehouse. You may not like a man because he wears a red necktie; you may not like him because he has any difference, you do not have to take his goods, or at any rate, you have not heretofore any more than Marshal Field & Co. or Jevne & Co. or any one of those other persons that run what I say are private businesses, but still ask the public to come in and patronize them and make their gains and profits from the public—any more than those men hold themselves out to the public.

"Gentlemen, I want to tell you that this Government is founded on a Constitution and I believe that if this law deprives you gentlemen of the right to run your business in

such a way as you see fit, the right to charge those who want to store their goods with you what you and they agree upon as being a fair and reasonable charge—if the law deprives you of that right, you may have a fireproof warehouse with better facilities, with a safer place for storage than the man who has not a fireproof warehouse,—the law that deprives you of the right of determining by contract between you and your patrons the terms and conditions under which you will hold their property—I say that that law, in my humble judgment, violates the Fourteenth Amendment to the Constitution of the United States, which says that 'no man shall be deprived of life, liberty or property without due process of law.'"

Gentlemen, I leave it to you.

Houston to Entertain S F W in 1916

The December meeting of the Houston Transfer & Storage Men's Association held at the Bender Hotel, Wednesday, December 8th, was well attended and of unusual interest. At seven o'clock a supper was served, which was a credit to the management of the hotel and was very much enjoyed by all present. Supper being over at eight o'clock the meeting was called to order by President Waugh.

A committee was appointed to make arrangements for entertaining the convention of the Southern Furniture Warehousemen's Association next year. The committee will go to work at once in order not only to provide a good entertainment but to also make this the best attended convention ever held by the Southern Furniture Warehousemen's Association. It is proposed to have representatives present from all Texas cities of over 5,000 inhabitants and from every other town that can boast of a transfer or storage man.

Officers were elected for the ensuing year, as follows: president, A. M. Chambers, of the Chambers Transfer Line; first vice-president, E. E. Robertson, of Robertson Bros.; second vice-president, Ben S. Hurwitz, of the Westheimer Transfer Co.; secretary-treasurer, Adolf Westheimer, of the A. B. C. Storage & Moving Co. The retiring president becoming chaplain, T. L. Waugh, of the Gee Whizz Transfer Co., will officiate in that capacity for the coming year.

Two applicants were elected to membership and two applications were tabled to be acted on at the January meeting.

Business is somewhat better than it has been and there is a very bright outlook for the coming year, as several millions will be spent here for public improvements and building of business houses and homes has been resumed to a great extent.

Some Particulars of Birmingham Convention

The Southern Furniture Warehousemen's Association held a very successful meeting in Birmingham on November 26 and 27. Following is an account sent TRANSFER & STORAGE by Secretary Cathcart of the Cathcart Transfer & Storage Co., of Atlanta:

The second annual meeting of the Southern Furniture Warehousemen's Association was held at Tutweiler Hotel Birmingham, Ala., Nov. 26-27, 1915.

The forenoon of Friday the 26th was spent in getting together and visiting some of the warehouses of Birmingham, the afternoon was given to a business session, which was called at 2 p. m. and which adjourned at five o'clock.

The order of business was as follows: Opening address, President Bond, election of the officers; those that had served the past year being elected for another.

The Board of Directors remain the same with the exception that William Gallagher of Gallagher's Furniture Trans-

fer of New Orleans, La., was elected to fill the place of J. P. Cannon of The Red Ball, of Oklahoma City, Okla. Report of the Secretary and Treasurer.

Saturday 27th, was devoted entirely to business, no papers were read but many subjects were discussed by those present. We received several telegrams during the day expressing regrets from some of the members that could not attend.

We also received several telegrams from Houston, Texas, inviting the Association to hold its next meeting there; the invitation was accepted and the meeting for 1916 will be held there. We are satisfied that Houston and the Westheimer bunch will show us a great time but let me tell you, they will have to go some, if they even up with Birmingham and Harris, just imagine the bunch being carried twenty-five stories above the ground by this fellow Harris for lunch, and other stunts of the kind, then you can begin to realize what we had there.

Reading the Minutes of the previous meeting, the report showed that we had grown considerably during the year, having nine (9) active members added to the roll and thirty (30) Associates. It also showed that while our source of collections are limited to a great extent, that we had paid all our obligations and had some money in the bank to our credit. At this point there was a motion before the house to put the Treasurer under bond, but it was soon discovered that he had been serving under President Bond, which they considered was strong enough and the motion was withdrawn.

The bunch headed by George Harris spent the evening in some of Birmingham's best Vaudevilles.

Those present were: F. A. Bryan of the Bryan Transfer & Storage Co., Chattanooga, Tenn.; S. C. Blackburn of the A. B. C. Fireproof Warehouse Co., Kansas City, Mo.; Ben S. Hurwitz of the Westheimer Transfer Co., Houston, Texas; Mr. Walker of the O. K. Storage & Transfer Co., Memphis, Tenn.; Mr. Bond of the E. M. Bond Furniture Co., Nashville, Tenn.; Mr. Cathcart of the Cathcart Transfer & Storage Co., Atlanta, Ga.; Mr. Crabtree of the Main Street Transfer & Storage Co., Chattanooga, Tenn.; Mr. Shaner of the Judson Freight Forwarding Co., Chicago, Ill.; Mr. Walker of the H. S. Walker Co., Mobile, Ala.; Mr. Howard of the Trans-Continental Freight Forwarding Co., Cincinnati, Ohio; Mr. Nixon of the Nixon Transfer & Coal Co., Anniston, Ala.; Mr. Moores of Moores & Dunford, Architects, Chicago, Ill.; Mr. Harris of the Harris Transfer & Warehouse Co., Birmingham, Ala.; Mr. Johnson of the Caddo Transfer and Storage Co., Schreveport, La.

Visitors Representing The Birmingham Transfer Traffic Co., Birmingham, Ala.; and the Camp Transfer & Warehouse Co., Birmingham, Ala.

Traffic Officer for State Highways

In his report to the Board of Supervisors, County Engineer George C. Diehl, of Erie County, N. Y., recommends that the advisability of the appointment of a traffic officer for state highways be called to the attention of the New York State Highway Department.

Mr. Diehl's idea is that such an officer could ascertain, before contracts for highway improvements are awarded, the manner in which traffic is to be cared for during the progress of the improvements. With this information at hand, contractors could make suitable provision for the needs of the traveling public.

Mr. Diehl recommends that the Board of Supervisors formulate more stringent rules governing the weight of loads, width of tires and speed of vehicles using the roads of the county.—"Good Roads."

Experiences with Utilities Control in Minnesota

THE storage warehousemen of Minnesota got together some time ago, and realizing the advantages that Public Utility Control holds for men in the storage business, and weighing carefully the apparent disadvantages, those that could be foreseen, had a law passed in the state legislature putting the storage business under Public Utilities Control. The paper below, read at the American Warehousemen's Association's convention in New York City last December, by H. L. Halverson, secretary of the Boyd Transfer & Storage Co., of Minneapolis, tells of some of the experiences so far with the law and what the storagemen of Minnesota hope to accomplish. The paper follows:

The members of the American Warehousemen's Association are all probably aware that the merchandise and household goods storage men of Minnesota were put under the control of the State Railroad & Warehouse Commission by a law passed by the State Legislature in the spring of 1915. It will undoubtedly be of interest to know how and why this was accomplished.

Minnesota Warehousemen's Association Has Done Good Work.

Some years ago the Minnesota Warehousemen's Association was organized. This association has done some very successful work in lifting the standard of the merchandise, cold storage and household goods warehouse buildings, but conditions arose from time to time and continued to exist, threatening the disruption of the business entirely. It must be confessed that the cold storage men seemed to be in nearly perfect accord, due either to their exceptional good fellowship or to the fact that there were so few of them, and it will be noted that they were excepted from control by the Commission, under the new law.

The merchandise and household goods sections, however, seemed unable to overcome the evil of price cutting and the adoption of methods by some that were fully as demoralizing. This condition of affairs could undoubtedly have been done away with on the part of association members if it had not been for the entering into the business of concerns who would maintain neither adequate rates nor adopt desirable methods. It seemed as if almost anybody in any line of business who had built a larger building than his business needed would advertise for storage to fill his empty space. Added to these was a large number of smaller concerns taking more or less storage at any price they could get and storing in any sort of a structure that was empty. There was even a possibility that the Kansas City experience would be repeated in Minneapolis and large foreign concerns open their buildings for storage with no regard for either the present or future good of the storage business in Minnesota.

Warehousemen Themselves Drafted Bill.

The Minnesota Association noted that regulation of warehousemen had already come in Illinois and California, with rumors that it was shortly to come to pass elsewhere. It was, therefore, in order to safeguard the business against destructive competition and to forestall unfavorable legislation on the part of their own legislature, that the Minnesota association voted to draft a law and secure its passage, if possible, at the next session of the legislature. It was desired to make this law as fair to all concerned as it could be made. The texts of laws and experience of warehousemen in other states were secured, expert legal advice was employed and the law in its present form was finally adopted.

It was presented to the legislature and passed practically as drawn up by the association.

Inasmuch as the law forms quite a lengthy document, we will not quote from it at great length. It is "an act to provide for the regulation of warehousemen in cities of the first class other than grain and cold storage warehousemen." By it the Railroad & Warehouse Commission is given general supervision of the business and is to keep itself informed as to the manner and method in which the business is conducted, its capitalization, rates and other charges, rules and regulations and the manner in which the plants are conducted with reference to security, etc., afforded the public.

Warehousemen must file with the Commission a schedule of rates and may not make any charges not in its schedule, and these rates are subject to revision by the Commission. The warehouseman must secure a license annually from the Commission, paying a license fee of \$100 and also file with the Commission a surety bond in the amount of \$50,000, conditioned upon the faithful discharge of his duties and compliance with the laws of the State. The commission may require such reports as are necessary to carry the law properly into effect and, to the end that such reports can be made, may require the warehouseman to keep his books in such manner as is necessary. Discriminations in rates on the part of warehousemen are subject to fine or imprisonment and when, upon complaint being made, a rate is found by the Commission to be unreasonable, the rate must be changed. Appeal from the decisions of the Commission may, of course, be taken to the courts.

Committee and Commission Got Together.

As soon after the passage of the law as could be arranged, a committee from the Association met with the Railroad & Warehouse Commission to "talk the matter over." The attitude of the Commission was expressed in words something like these, "Gentlemen, this warehouse business of yours is almost an entirely new thing to us. It is something that has simply been thrust upon us and we know very little about it. We understand that you secured the passage of the law and we shall have to ask you to help us carry it into effect. It will undoubtedly be necessary to depend upon you to do many things for us and we thank you for your evident willingness to co-operate with us. We are not here to favor any class of people, but to serve the public impartially in as just a manner as we know how." In response to a question from the committee, the commission expressed itself as favoring a uniform rate for the same class of commodity if it could be secured with substantial justice to all concerned.

The association then took up in earnest the matter of filing uniform schedules of rates and rules and regulations. An elaborate plan was followed at first, by which the warehouses of all members were to be measured to determine the average percentage of actual income-producing space. From this it was intended to work up to determining the average cost per square foot or cubic foot for space and thus fix rates upon a known cost. Some houses secured this cost per foot as applied to their particular buildings, but it was found that the time before the law took effect was too limited for the association to complete this study and the arrangement of schedules thereafter proceeded by adapting present rates and such changes as were found by experience to be advisable.

The merchandise warehousemen filed with the Commission a uniform printed tariff. The household goods warehousemen followed an agreed base rate per cubic foot and each one filed schedules in manner suited to each particular warehouse, although in substantially the same form. These rates, while not exactly right in some particulars, were satisfactory for the most part and were almost exactly the same as the rates previously in force, a fact that did not escape the thought of the Commission. We do not know of any who filed lower than the association's schedules to get a price-cutting advantage.

At the request of the Commission the warehousemen furnished a list of those concerns and individuals whom it was understood came under the operation of the new law. In this list were included all those who did a storage business for hire, whether that storage was the main part of the business or only incident to the main business. The Commission sent to those on this list a formal notice, explaining briefly the nature of the new law, and asking for the filing of schedules and bonds and applications for license before October 1st.

Objections Made by Some Companies.

Shortly before October 1 a strong objection was made before the Commission on the part of some businesses, such as piano houses, furniture installment houses, department stores storing furs, garages storing automobiles that were used daily or stored "dead" while in disuse, to whom the storing of goods was only an incident to the care of an article, even though a storage charge was made.

The Railroad & Warehouse Commission rendered a decision in response to this complaint, excepting such businesses from being controlled under the law, a decision, it must be confessed, that was not entirely satisfactory to the warehousemen, more because of the hazy way in which it was worded than of the real decision it gave. The decision left rather a loophole by which a concern might in fact be in the storage business, but owing to the fact that the storage was only an incident to their main business, would be excused from being controlled under the law.

However, the decision was made to avoid a long argument over a very perplexing question, that is, who actually is subject to the law in its various ramifications, and the question can undoubtedly be opened at a later date. It will be seen that many nice questions are raised in this connection. Not the least of these questions is one that surely will come up, as to whether the railroad companies are subject to the law because they charge storage for goods held. Minnesota warehousemen, however, are so busy getting their own affairs arranged just at this time that they have little chance to pay attention to anyone else.

Good Results of Law Quickly Apparent.

The good results of the law manifested themselves even before its passage. The members of the association themselves got together in a way that could never have been accomplished in any other manner. There were long and frequent conferences over rates and rules and methods that brought to light dozens of abuses that could now be done away with. The Minnesota warehousemen are better acquainted and on better terms with each other than ever before. It was to be expected that the smaller men who only occasionally got goods for storage would cease storing altogether rather than pay for a license and file a bond and a schedule of rates. This did happen at once and storage was diverted to the more responsible people.

One concern in the household goods storage business had bothered the warehousemen for some years with adver-

tisements to the public of a "free drayage offer," a special inducement in the form of a refund of a part of their drayage charge each month, and this practice was done away with before the filing of the schedules, the Commission having informally disapproved of the idea. Not the least of the good results has been a more intelligent inquiry into the matter of rates, even the incomplete investigation of costs having brought to light some interesting information.

An embarrassing situation did arise upon the passage of the law, in the matter of getting a surety bond. It seemed as if the bonding companies simply noticed that a law was passed by the legislature, requiring the filing of a fifty-thousand dollar bond by warehousemen, and without looking further into the matter concluded that they could make any rate they pleased and the warehousemen must perforce pay it. They put out at first a rate of \$1.00 per thousand, but very shortly raised it to \$2.00 per thousand, not before two or three warehousemen had taken advantage of it, however. To pay \$100.00 per year to bonding companies for assuming such small possibility of liability seemed outrageous to the warehousemen and they held off getting bonds to see what could be done. One surety company finally offered to take the business at \$1.00, provided the business of the entire association was turned over to them. When the applications of practically everyone were turned over to them they accepted two or three and then suddenly got "cold feet," saying that the pressure of the conference was too strong upon them and they must raise to \$2.00.

At last it was ascertained from the Commission that the surety bond needed not necessarily be a surety company's bond, but could be a bond from individuals, and the association immediately set about a plan by which the members were to bond each other. This arrangement has been effected and each warehouseman is to pay to the association the sum of \$50.00 which he would have had to pay to a bonding company and the fund thus created will be used if occasion demands. It will be interesting to note what happens when the surety companies discover that they have lost this nice bit of business.

Vital Differences Between Illinois and Minnesota Laws.

There are several vital differences between the Minnesota law and the Illinois law. The Minnesota law provides for regulation by the State Railroad & Warehouse Commission, an elective body, the Illinois law providing for regulation by an appointive Public Utilities Commission. Whether this is an advantage or a disadvantage remains to be seen. It was a necessary change, however, for a bill for the creation of a Public Utilities Commission in Minnesota was recently defeated after an exciting struggle.

Again, there is no provision in the Minnesota bill to the effect that new warehouses or additions can only be built upon its being shown that they are a convenience and necessity. The expert counsel employed were firmly of the opinion that this would invalidate the law. There is also no direct statement in the Minnesota law that any other kind of business done by a concern doing a warehouse business is subject to regulation by the Commission. It is intended that the warehouse business only shall be regulated.

The question naturally occurs to one: "Have we not gotten our heads into a noose that may become uncomfortably or ruinously tight and from which we may not be able to withdraw?" No one, of course, can answer with certainty, but the Minnesota warehousemen are still optimistic and are unchanged in their belief that the regulation will be a good thing. We could speculate indefinitely on the possibilities of oppressive control, but there are certain truths that lead us to believe it will not come.

The law is recognized as having come from the warehousemen themselves. The most stringent parts will be tempered because the Commission will surely see that the warehousemen trusted them to deal fairly. The warehouse business is not a monopoly. Wherever anyone has capital enough to go into the business he can do so, but people are no more likely to go into the warehouse business unless there is a real field for it than are they to put their money into any other line of business. The public does not need the protection against oppressive rates or rules that might be the case with a monopoly, for open competition will take care of that. Then also a warehouse always has automatic and permanent competition, for if rates are too high, the public will find it cheaper to leave goods in rented houses, flats or barns, sell them to second-hand dealers, or ship them to their new places of residence instead of storing. In most cases storage must be a money saving proposition or it will not draw business.

Other Interests State Controlled.

The same session of the legislature that put warehousemen under control of the Railroad and Warehouse Commission put the telephone companies also. The railroads, express companies, and grain warehousemen had already been long subject to it. The Commission has in its employ over 1,000 persons. A few days ago in the City Council chambers at Minneapolis there was a hearing before the Railroad and Warehouse Commission, at which counsel and representatives from practically all the railroads entering Minneapolis, and the Minneapolis City Engineer, Civic and Commerce Association, Real Estate Board and other prominent citizens, discussed the matter of an expenditure of \$17,000,000 for the erection of a proposed municipal union station and revision of terminal facilities in Minneapolis.

While we, as good auditors, listened to this discussion, we were impressed again with the magnitude of the business controlled by the three men before whom this was taking place. They were intelligent men, these commissioners, elective though their positions were and to hold their office they had to be used to handling big things. It is certainly possible that at some future time a commission will be elected that will be classed as demagogues, but it strikes us that the big interests that they control will see to it that only able men will be placed there. Certain it is that we shall have much more interest in it than we ever had before. Perhaps the history of our voting for other public officials does not justify our trust, but the fact remains that the present Commission appears to be extremely fair and efficient.

Minnesota warehousemen are pleased with the new law and are hopeful that it will be of untold benefit to their business.

Editor's Note—The Minnesota law, putting the storage business under the supervision of the state Railroad and Warehouse Commission was published in the April, 1915, issue of TRANSFER & STORAGE.—H. T. L.

Fighting for Granite Block Pavement

A committee to recommend any one of three kinds of pavement for Broadway between Vesey and 23rd streets in New York City will meet in the office of Borough President Marks of Manhattan in the Municipal Bldg., on January 21, at 2 p. m. The New York Team Owners' Assn., the Motor Truck Club of America and the Society for the Prevention of Cruelty to Animals are represented and their representatives are in favor of improved granite block pavement in this, one of New York City's greatest trucking districts. These three associations need the support of every team owner in New York City who has his own interests at heart.

Transfer & Storage Items From the British Isles

THERE have been several cases decided in the Court here with regard to the liability of the owner of a horse which is left unattended on a road way, and runs away, causing damage to a third party. The matter is one for a jury to say whether or not there has been in the circumstances fault on the part of the horseowner. Leaving a mechanically propelled vehicle unattended was the question which formed the subject of a recent judgment of the Court of Kings Bench. A firm of brewers, owning a Foden steam wagon, were sued for recovery of damages caused by their alleged negligence in leaving the vehicle unattended. The wagon was left outside a public-house while those in charge were delivering beer, and in the meantime two soldiers came along and, climbing into the vehicle, managed to start it, with the result that it smashed into the fronts of two shops and injured a woman who was on the pavement.

The County Court Judge decided that the owners of the vehicle were responsible and against this an appeal was made. Mr. Justice Avory held that there was no negligence on the part of the owners of the vehicle, because the steam wagon was left on the road in such a condition that it could not be set in motion without four distinct operations; a safety-pin had to be removed, and the gear, reversing, and starting levers had to be manipulated. In his opinion the state of the facts disclosed did not show any evidence of negligence by the defendant's servants. The case was totally different from that of a horse left unattended in a street; everyone knew that a horse might start off at any time of its own accord, but it was impossible to say that it was negligence to leave a machine on the road which would not move unless someone intentionally interfered with it. The appeal was, therefore, allowed with costs. This decision is one which will be welcomed by all motor vehicle users.

Further Increases in Wages.

We have to record further increases of wages in the transport industry, and particularly in the Dock Labour section. The workers there being highly organized are forcing their demands on the shipowners who in turn being able to secure high freights themselves are generally disposed to concede the claims of the men. The high wages thus paid to the dockers has the effect of drawing men from other transit occupations with the result that while the loading and discharging of ships is being carried out so far satisfactorily, the sheds are congested owing to want of carters and drivers to remove the goods. This is one of the problems for the solution of which we look to the recently appointed Government Committee on Port and Dock congestion.

The remit to the committee is to inquire into difficulties and congestion arising from time to time at harbours, ports, and docks (including dock-sheds and warehouses) in the United Kingdom; to regulate the work and traffic thereat; to co-ordinate the requirements of all interests concerned so as to avoid so far as possible interference with the normal flow of trade; to decide all questions relating to the difficulties and congestion aforesaid that may be referred to them; and to give directions to all executive bodies at the harbours, ports, and docks for carrying their decisions into effect.

The Committee comprises representatives of the Admiralty, the War Office, shipping companies, dock companies, and the railways all of whom are experts in their own par-

ticular line. We therefore hope that much good will result from this appointment, to the great advantage of the trade and commerce of this country. The great dearth of ships to carry our export and import trade renders it more than ever important that every possible means should be taken to obviate unnecessary delay at the ports, and if the committee is able to make considerable improvements in this direction it will have deserved well of the nation.

Road Improvement at Standstill.

The heavy burden which the war will ultimately impose is being more and more realized, and our statesmen are urging on the public the duty of saving. They themselves are casting round for ways of effecting economies, and one of the results is the announcement that the local Government Board, having refused to sanction loans for road works during the war, all projected improvements works have come to a standstill, and therefore, any fresh proposals in this direction must be deferred until things are more settled. It is extremely unfortunate that this has to be so, especially as under the exceptionally severe war traffic, roads are rapidly deteriorating, and now the attention necessary for their welfare cannot be given them.

The comparative value to cartage contractors of horse and motor haulage for short distances is still an open question here, but opinion seems to be decidedly settling down in favour of the horse. In present circumstances many firms desire to adopt motor traction, but certain considerations restrain them. We shall endeavor to indicate these. From the financial point of view the most important factor is rapid loading and discharging. Some appreciable delay at the end of a journey with horse-drawn vehicles is unavoidable, and indeed, desirable, but loss of time with motors makes all the difference between profit and loss. It is therefore essential that careful thought should be given to the provision of the best available facilities for loading and unloading, so that as large a proportion as possible of the working hours of a motor should be spent in travelling upon the road. A motor unit is much more expensive in first cost and in running cost than a horse unit, and can only be made to pay by carrying much larger loads at a much quicker rate. It is of importance that motor vehicles should be so designed and constructed as to require a minimum of repairs, as repairs mean delay, and delay means serious loss of revenue. Where motors are used it is desirable to employ as many as could be kept constantly at work, as under these conditions five, six, or more can be used to greater advantage and more profitably than one or two. For instance, large loading and unloading gangs can be employed, and this means shorter terminal delays.

DONALD MACKAY.

190 West George Street,
Glasgow, Scotland, December, 1915.

American Chain in Annual Meeting

The third annual meeting of the American Chain of Warehouses, Inc., was held November 30, in the assembly room of the Board of Trade and Transportation, New York City. About thirty members of the corporation, representing its branches in all of the important cities of the country were present at the meeting and at the dinner which was held at the Drug Club at 100 William street.

Among the subjects of discussion were the warehouse problems growing out of the accumulation of merchandise intended for shipment to foreign countries. Because of the congestion at New York and other seaboard centers demands are now being made for storage facilities at the inland cities. Statements by officials of the corporation were that

the seacoast difficulties are just beginning to make themselves felt at such cities as Chicago, Omaha, St. Louis and Des Moines.

Due to the lack of ships and of Atlantic coast facilities, was the assertion, railroads are persuading manufacturers to store their products temporarily in warehouses. While no serious problem has yet been raised in the middle Western cities there is a growing need for space, it was pointed out.

The officers of the company are A. H. Greeley, president, Cleveland, O.; Frank O. Rochambeau, secretary, New York City; William H. Gibson, treasurer, New York City. The corporation is composed of one of the largest warehouse concerns in each of about 100 cities. In addition to the large cities of the United States, the corporation is represented in Toronto, Vancouver, Winnipeg, Montreal, Quebec and Hamilton, Canada.

The object of the corporation, as outlined yesterday, is to increase the business of the concerns represented and also to increase the distribution service afforded to shippers through a centralized agency. It was stated that during the last year the organization handled 150,000 cars of merchandize and directed the disposal of as many more. Care has been taken not to violate the provisions of the Sherman law against restraint of trade, said an official in answer to a question, as the corporation makes no effort to monopolize trade or to fix general warehouse rates. It was pointed out that since the corporation has only one representative in each city, it could not control a proportion of warehouses large enough to constitute a trust.

The corporation is developing into a widespread distributing agency in addition to its warehouse activities it was stated. As an instance, a large concern in New York City, with merchandise to send to six cities in the West, will apply to the chain of warehouses for accommodation. Agents in each of the cities will store the goods, take the names and amount of credit available to each customer and distribute the goods as ordered. The corporation fixes a uniform rate to be charged by each of the warehouses concerned in each transaction. Members consider this operation a step towards efficiency in wholesale trade. Many of the agents act also in a forwarding capacity.

Railroads Enforce New Freight Rule

Chairman C. C. McCain of the Trunk Line Association, when asked whether the new rule of the trunk line railroads, which went into effect at midnight December 31, changing the time for holding freight billed "f. o. b. New York for export" from 30 to 15 days, would relieve the freight congestion on the Atlantic coast, issued the following statement:

"It is presumed that hereafter the receivers of freight at the seaboard will take delivery or arrange for ocean transshipment within 15 days, whereas formerly these deliveries were not made under 30 days and the railroads held the freight in cars or warehouses for this period without charge. It is, however, observed that the question of cost of a few days storage on the export freight that is now being moved does not appear to be of consequence to the exporters. The trading value of the commodities, margins, &c., are apparently so liberal that consignees or exporters may, even under the new rule, for a time be indifferent to accepting delivery of shipments within 15 days and will still let the railroads hold same under storage charges.

"This is precisely what the carriers wish to avoid, as it is manifestly preferable, both in the interest of the carriers and all classes of shippers that freight cars shall be

employed for moving freight rather than held at terminals for storage purposes. If these conditions shall prevail, it is somewhat problematic as to whether the carriers will obtain immediate benefit from the new rule through earlier release of equipment carrying the traffic to which the rule applies or that it shall at once be noticed that the congestion at New York City is relieved to any appreciable extent.

"It is believed, however, that later, when shippers and consignees shall have adjusted their transactions to the new rule, it will be found that the periods which the carriers are required to hold freight in cars at the seaboard will be less than formerly and that a larger proportion of freight cars in this particular service can be employed for moving freight rather than held for storage purposes.

"There were broader considerations in the adoption of the new rule than its immediate effect upon that portion of export traffic to which it applies. The export traffic reaching New York harbor is less than 20 per cent. of the total traffic of the port. The other 80 per cent. comprises local and through domestic shipments, as well as import traffic. It is manifest that any arrangements which permitted an undue liberal use of freight cars or other facilities for the business represented by this 20 per cent., and thereby restricted the service of these facilities for the business as represented by the 80 per cent., should be modified in the general interest of the entire service."

In a general way railroad officers regard the general situation in freight congestion as a little improved. While there is not very much change in the number of loaded cars tied up at tidewater points, some decrease has been noted. Barring severe storms or other unforeseen contingencies, the officials think they see further improvement in the situation in the near future.

Bureau of Licenses Is Valuable

A liveryman accepted an order to move household goods to a certain warehouse. Now, the liveryman did not like that warehouse, so he took the goods to another warehouse; whereupon the customer got hot under the collar and demanded that the liveryman remove the goods to the warehouse specified in the original order. "Bull!" said the liveryman. The matter was reported to the Bureau of Licenses. After consideration, the verdict was given thus: "The liveryman has no license. If he had a license we could break it. Having no license to break we can do nothing."—From "The Van Owner," of the Van Owners' Association of Greater New York.

A Few Points on Shoeing

In fitting the shoes, says an authority, many smiths apply the shoe red-hot, and keep it to the foot sufficiently long for the shoe to burn a bearing for itself. This is an extremely dangerous and pernicious habit, and should not be permitted under any circumstances. The result of the application of red-hot shoes to the foot is to set up a certain amount of inflammation in the sensitive portion of the foot. The shoe should be only applied sufficiently long to ascertain where the irregularities on the wall exist, and these should be reduced either with the knife or rasp, the latter for choice. The shoe should be fitted to the foot, not the foot to the shoe, as is done in many instances. The shoe being fitted, it should then be nailed on.

Five or seven nails are quite sufficient if the horse has a good, sound foot; too many nails have a tendency to split the external wall and in many cases cause lameness. The nails should not be driven more than half way up the external wall, as the wall becomes thinner toward the coronet, and there may be a possibility of laming the horse by driving

them too high. In many cases side clips are used, and in most cases toe clips. The clip is equivalent or should be made so to one or two nails.

Another common practice is to rasp the external wall after the nails are clinched. This should never be permitted. A smith will remove in one rasping more than nature can produce in three months. The continual rasping will so weaken the foot that after a time it becomes almost impossible to keep a shoe on.

Horses are frequently shod with shoes of great weight. This is entirely unnecessary except in exceptional cases. Horses that are regularly shod can be fitted with a shoe of much lighter weight than those now used.

If one takes into consideration the amount of weight a draft horse lifts daily in iron for shoes it will be found to be something very considerable. Now for a few items which will not be allowed in horse-shoeing. Never allow the soles or foot to be pared out. Never allow a red-hot shoe to be applied for a long time. Never allow the nails to be driven up to the hair, and, lastly, never permit the rasp to be applied to the external wall of the hoof.—Contributed by the Ashtabula Storage Co., Ashtabula, Ohio.

Trucks Will Cheapen Rates

In every part of the country the competition of the railroads has been disastrous to the steamer lines that once plied the rivers. Great cities built on water ways in the days when steamers carried immense volumes of freight have not developed consistently and have not made consistent progress since the railroads have carried the freights.

But in the motor truck the river steamer lines have found an ally which W. D. Dobson secretary of the Trade and Commerce Bureau of Portland, Ore., thinks may restore the inland water way traffic to some of its early importance if it does not make vast new development possible.

"All students of traffic know that the river has failed as a freight carrier because its service stopped at the bank. Such freight as lay beyond the bank was not available owing to the expense of hauling by team. To make the entire distance by railroad on cars loaded nearby was cheaper," he said in a recent talk to the Automobile Trade Association of Portland.

"Although the river haul has always been much cheaper than the railroad, that saving was more than absorbed by the expense of getting the goods to the river and getting them away from it again at destination. The railroads naturally resisted to the last any effort to make them give low rates for short runs to river points to build up a feed system for river transportation, and thus give aid and comfort to a competitor.

"But the motor truck is changing all this. It has shown that for short distances it can compete with electric or steam lines and even with river transportation in cost. Wherever hard surfaced highways go the motor truck follows with low rates, quick service and the most adjustable form of land transportation yet devised to serve as a feed or distributive system.

"The truck has great importance for Portland. It has come just at a time when the Columbia river has been fully opened to navigation. A part of the big plan for the development of traffic on the river is to build paved highways to wharves along the shore and put on these motor trucks which will carry the freight of the merchant, the farmer, the dairy man and the truck gardener, to and from the steamers. On the banks of the river are to be modern handling devices to give the lowest costs for transfer and for storage."—"The Motor Truck."

Schemes for Gotham Snow Removal

(Continued from page 16)

each block or area bounded by several streets, the contract to haul the snow in that area at a certain stipulated sum per yard. The holders of such contracts were to agree to start their work as soon as the snow began to fall and before it got such headway as to impede traffic. The men to shovel the snow into the trucks were to be recruited from the ranks of the concerns holding the snow removal contracts.

Both proposals seem reasonable, but whether they will be carried out depends upon whether the necessary laws can be passed.

Theodore D. Pratt, president of the Motor Truck Club of America, Inc., represented the club at the meeting and took an active part in the discussion. The police commissioner is to call other meetings of the same civic organizations in the near future to act on these suggestions or to submit others.—"The Commercial Vehicle."

Traffic Rules for Pedestrians in Boston

New traffic regulations for pedestrians in busy sections of Boston went into operation December 13. Formal notice of the revised ordinance promulgated by the street commissioners was sent to Stephen O'Meara, police commissioner, and immediately word was dispatched to all the district station houses to see that the traffic officers enforce the new rules.

The regulations are designed to better control pedestrian and vehicular traffic at busy street crossings, and a \$20 fine is provided for violations. At places where police officers are stationed to guide travel, or where mechanical semaphore systems ultimately may be established, pedestrians must keep an ever-watchful eye for signals directing their movements and those of vehicles.

Foot travelers are required to stop when directed to do so, while drivers of vehicles must come to a full stop or go ahead, as directed. It is the plan to govern auto and wagon traffic so as not to interfere with or prevent the passage of pedestrians at street crossings.

Will Not Specify Charges on Receipts

The San Francisco Warehousemen's Association has taken up the question of whether or not it is necessary in those states where tariffs are filed with a utility or other commission having control of their rates to specify such rates and charges on their warehouse receipt. The following report submitted by S. M. Haslett will be interesting to our readers at this time:

"The question has arisen with us as to the necessity and advisability of continuing to comply with the provision in the Uniform Warehouse Receipts Act, which requires storage and other charges to be noted on all negotiable receipts, and which we have been doing.

"One of the other warehouse companies here has ceased doing this since the Public Utilities Act became effective, on the ground that warehouse rates under that law have to be filed in the office of the Railroad Commission and in all warehouses, and no further notice was legally necessary.

"As a reason for not showing the storage rate on the receipt, it was pointed out that in the event of an increase in rate becoming effective by the Commission's order it would

automatically apply, while if the rate was shown on the receipt the holder thereof might consider it to be a contract and claim exemption from the increase. We therefore submitted the matter to our attorney, C. W. Durbow, and he has given us the following opinion in reply:

"The several statutes relating to warehousemen were enacted prior to the time that the Public Utilities Act became effective and before it became necessary for warehousemen to publish their rates as now provided by the Public Utilities Act.

"It is my opinion that the acts relating to warehousemen have in a measure been superseded by the Public Utilities Act, and that except insofar as the warehouse receipt acts and the Public Utilities Act are in conflict, the statutes must be construed in *pari materia* and that, therefore, you may fully comply with the law by including on your negotiable receipts the wording which you advise you have customarily stamped on your non-negotiable receipts.

"It is apparent that it will be advantageous to the warehousemen to follow this practice."

"The wording which we have been using on our non-negotiable receipts, and which we will hereafter, in accordance with the above opinion, use on our negotiable receipts reads as follows:

"Subject to lien for storage, handling and other charges, as published in tariffs and filed with the California State Railroad Commission and in our office."

"This opinion may be of interest to some of our other members in the Association."

THE HASLETT WAREHOUSE CO.,

S. M. HASLETT, President.

—"Bulletin" American Warehousemen's Association.

The Right to Work

The Supreme Court of the United States has given union labor another knock-out blow in the decision in the case arising from the action of the people of Arizona in enacting last November, through the initiative process, a law requiring every employer, either corporate or private, employing more than five persons to have at least four-fifths of them either native born or qualified electors. Fine and imprisonment were the penalties for the violation of the act.

In announcing the decision of the court, Justice Hughes, referring to the fact that the action was brought under the fourteenth amendment to the constitution, said. "It requires no argument to show that the right to work for a living in the common occupations of the community is of the very essence of the personal freedom and opportunity that it was the purpose of the amendment to secure. If this could be refused solely on the ground of race or nationality, the prohibition of the denial to any person of the equal protection of the laws would be a barren form of words."

This is a decision more far-reaching than the immediate result in wiping out the Arizona law. It recalls the fight that was made by unions in New York City to keep foreigners from working on subway and other municipal work in the metropolitan district. The condition which confronted officials in New York was so serious that they did not wait to obtain a court decision, but appealed to the legislature, which speedily amended the law. Attempts to compel employers to employ certain kinds of men and not employ other kinds are doomed to failure. The right of men to work without unfair discrimination and the right of employers to employ whom they please, as long as they do not discriminate unfairly, must be maintained.—"Iron Trade Review" (Cleveland).

Development of the Gasoline Tractor

C. H. Martin, patentee and manufacturer of the Martin Rocking Fifth Wheel, read the following paper before the annual meeting of the National Team & Motor Truck Owners' Association, at Springfield, Mass., last June. It is a clear summary of the principle of the tractor, its advantages and application:

TRACTOR is defined in the dictionary as "that which draws." Therefore, the horse, the mule, the ox, the tugboat, and the railroad locomotive can be called tractors. So the history of the tractor might be said to begin when the animal was found to be more efficient when he pulled a load than when he carried it on his back. When the savage put the ends of two poles over the back of a horse, dragged the other ends of these poles on the ground, and slung his load in the middle, the development of the tractor started. The horse carried half the load, and the other half was hauled along the ground. The horse was thus enabled to handle just twice the burden. He carried half of it and drew half of it.

Then came the wheel—the greatest invention that has ever been given to man. As this was before the era of written history, the inventor of the wheel is not known. The chances are that the public at that time classified him as a "nut." Also, the chances are that nine hundred and ninety-nine out of every thousand declared it would not work, as it had never been done before. The other one in the thousand probably condemned the inventor for suggesting a labor-saving device that would throw so many men out of work. In any event, the patents have all expired.

The wheel enabled the animal, whether horse or ox, to draw considerably more load than it was possible for him to carry. Thousands of years after the invention of the wheel—indeed until the railroad locomotive came into being—most transportation on land was done by animal tractors and wheeled trailers.

Horse Developed to Haul, Not Carry

The wagon of today is one of the most highly developed, practical, and reliable pieces of mechanism we have, for it is the result of several thousand years' experience. Every useless frill has been eliminated. It stands up and does its work year after year with a minimum of expense. While the wagon has been undergoing its development, the animal tractor has been improving also. It is a far cry from the scrubby little pony, or slow moving ox of antiquity, to the magnificent draft horse of today. All development of the horse for business has been along the draft lines and not along carrying lines.

If one will only stop and think that it has taken thousands of years to bring the wagon and the horse up to where they are, and that the first practical motor-propelled vehicle for the highway made its appearance a few short years ago, he certainly must realize that wonders have been accomplished in a comparatively short time.

When the invention of the differential gear made the motor-propelled vehicle for the highway a possibility, the pleasure car took precedence and occupied the minds of engineers because the public demanded it. After the pleasure automobile was well on its way, thought was given to the business end, and the development of the motor truck began. The line of least resistance was followed and the design of the pleasure car taken, on the principle that if a machine would carry a load of passengers, a larger machine of the same type would carry a load of merchandise.

The principal reason for the existence of the motor vehicle for business purposes, whether it be delivery wagon,

heavy truck, or tractor, is economy. It may be of time. It may be of money. But as time is money, it all comes to the same thing. The machine that will do the most work for the least money is what the designer is striving to produce.

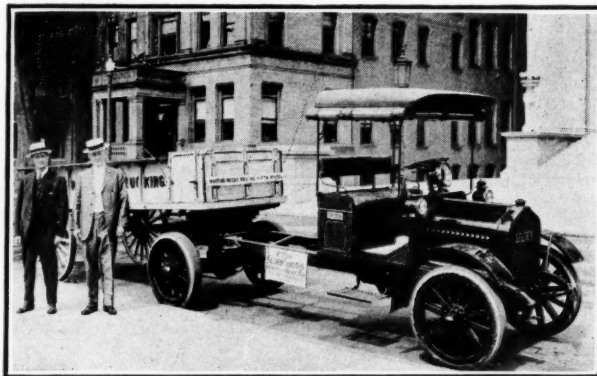
After the motor truck had been in practical use a short time it was brought pretty forcibly to the minds of the engineers that its necessarily high first cost, correspondingly high operating cost, and limited range of action would allow a very narrow margin for profit when it was brought in competition with the horse. It would show a profit on long hauls, good road conditions, good facilities for loading and unloading; but where the hauls were short, or loading and unloading conditions bad, the horse could haul cheaper.

The Motor Truck a Carrier

The motor truck has been brought to a high state of development. But, after all, it comes in the class of weight-carrying, or pack animals. The next step was taken to make the truck do more work than it had been doing and show a greater profit than it had been showing; and the only way to do this was to make it into a tractor which would draw its load instead of carrying it. The efficiency was greatly increased, as in the case of the horse, when he became a tractor instead of a carrier.

In all the live factories the tractor principle is coming in for special attention. Why it delayed so long is hard to understand. It is a self-evident fact that if you have a bunch of merchandise to move, and have a good road to move over, you would not put this merchandise on the back of a horse and carry it. Why has not the same process of reasoning come into play long before with regard to the motor truck? Why not utilize all the power that there is in that truck?

There is sufficient power to draw over good going considerably more than the frame, springs, axles, and tires will support in carrying the load. In all the standard trucks today the transmission and driving mechanism, consisting of gears, shafts, keys, and all strain-taking parts from the engine back to the wheels, are designed to withstand the power that the engine will develop. If a truck, built to carry five tons, be driven up to a brick wall with its full load on its back and the power applied, the wheels will slip on the dry street. This shows that the truck is capable of drawing be-



Theodore Gabrylewitz and W. H. Fay, Former Secretary and President, Respectively, of the National Team & Motor Truck Owners Association, Beside a Selden Chassis Fitted with the Martin Rocking Fifth Wheel.

hind it just as much as the traction between the road and the driving wheels will admit of.

Two Methods of Making Trucks into Tractors

There are two methods of making the motor truck into a tractor. One is the four-wheel trailer principle; and the other is the two-wheel or semi-trailer principle. Here comes in the traction problem; and it is one of the greatest problems that confront the designer and user of the motor vehicle today. Where we must depend entirely on friction, as is the case on the city streets where no cleats or spikes are allowed, we must use for a tire a substance that has a very high coefficient of friction. Much experimenting has been done with wood blocks, combination wood and steel, and other substances. But we have all come back to rubber. Now about the only reason for the rubber on a tire is for the traction that it gives. The cushioning effect of solid rubber tires is of little value. Springs are made to take care of all road shocks and do it very well. Steel tires have been successfully used for years on drawn wheels, and it is safe to continue their use.

If it were not for the problem of traction, we could use steel tires on the driving wheels also and get away from one of the heaviest items of expense; for where the wheel simply rolls and does no driving, steel is unquestionably the cheapest—therefore the best. The railroad locomotive obtains sufficient traction on steel tires to move from forty to fifty times its weight; but 2 per cent is the maximum grade on any except the mountain roads, and they rarely go over three.

As we ascend a grade, the percentage of weight necessary for traction increases by leaps and bounds, and as the grades on our highway are not, as in the case of the railroad, limited to 2 per cent., the motor truck, when used as a tractor, must have a percentage of weight on the driving wheels in proportion to the grade it runs over, and the road surface encountered. A large per cent. is necessary on a steep, icy hill, or a wet asphalt hill; and these same driving wheels must be shod with rubber until some better and cheaper substance comes along.

Problem of Backing Considered

The bulk of merchandise is loaded and unloaded at chutes or platforms, or other places where it is necessary to back the vehicle to place it properly. Were it not for these two problems—that of traction and of necessity to back to a given position—any motor truck could be called on to do duty as a tractor without change by simply having wagons hitched on behind. This is done with varying degrees of success in many places; but to obtain the highest degree of efficiency the design must be such that the tractor and trailer can be handled by one man, can have traction sufficient to go any place and be backed easily and quickly to any given position, and the trailed disconnected and left to be loaded or unloaded. There are some four-wheel trailers made that, with the assistance of an extra man, can be backed to a given position. But no part of the load can be used for traction. Vehicles of this class are successfully used over level roads in many sections of the country.

But a much higher degree of efficiency is reached in the semi-trailer plan, where part of the load is carried by the driving wheels and part drawn behind on two trailing wheels. In this manner the capacity of a truck is doubled. There is always sufficient weight for traction. It can be backed to any given position without the aid of an extra man, and can be jacked up and left standing for loading or unloading while the tractor is after another load.

Granting that the motor truck is a highly developed piece of mechanism, it is limited in its carrying capacity, can

handle only the kind of merchandise for which its body was designed, and must wait while loads are being put on and taken off; but when it is used as a tractor its field is widened, inasmuch as its capacity is doubled—it carries its normal load and draws as much more on two wheels trailing behind. It can handle as many different kinds of loads as there are different kinds of wagons to attach—low bed wagons, end dump wagons, bottom dump wagons, long or short wagons, or passenger busses. Half the weight is carried on steel tires; the total weight is spread over three axles; the truck and driver are constantly occupied—no waiting for loads; loads may be left standing to be unloaded when convenient.

While any motor truck may be used as a tractor in this manner, far better results will be obtained if the tractor is built especially for the work, with short wheel base, short-turning radius, extra low gear, and other desirable features known to every designer.

Well Built Wagon Will Serve for Trailer

Motor truck salesmen, when the tractor idea was first advanced a few years ago, used as an argument in opposition to the tractor that the wagons would not stand up at the speed that the truck would draw them. And this idea seems to have gained quite a foothold. Of course if you take a wagon built to carry five tons at 3 miles an hour, load it with eight tons, and draw it twelve miles an hour, it is hardly reasonable to suppose it will stand up. But my experience covering several years, has shown that a well built horse-drawn wagon can be safely used as a trailer provided that the bearings be kept oiled and that the wagon be not loaded with more than it was built to carry nor taken at a speed exceeding 8 or 10 miles an hour. However, the best results may be obtained by building the trailers especially for their work, while following the same general design as the conventional horse-drawn wagon—the only difference being that the springs, axles, wheels, and tire should be made heavy enough to withstand the load that is put on them, and means should be employed to keep the wheels oiled.

The next step in motor haulage development is along traction lines. The ideal tractor must overcome all the shortcomings of the conventional truck and the horse as well. It must draw on a hard road at least twenty tons in several trailers. It must be able to go over plowed ground; into and out of excavations; must back any one of its trailing wagons to any given position; it must utilize the weight of the first trailer for traction when necessary; it must carry most all of its load on steel tires for economy; must manoeuvre into and out of traffic, each trailer following in the path of its leader; must turn around with a full train of wagons on an eighteen-foot road. In short, it must go anywhere, or do anything that a horse will do—except eat oats when not working; it must cost less than a three-ton truck; the per-mile cost must be a very little greater than that of a three-ton truck.

This ideal is not yet ready, but the tractor-semi-trailer is ready. Its worth has been proved.

No More Monkey Business

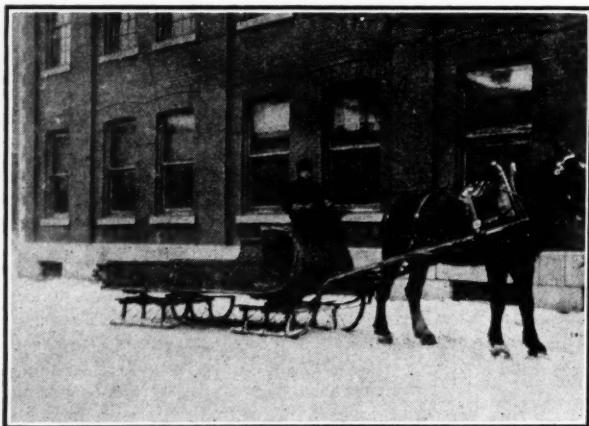
An implement warehouse is no place for a monkey. Take this tip from L. T. Crutcher, president of the L. T. Crutcher Warehouse Co., Kansas City, who is now qualified to speak as an authority. A few days ago Mr. Crutcher was beseeched by the owner of a small stranded circus to permit the storing of a few cages of animals in his warehouse at 1205-15 Union Avenue. The owner explained that the animals were quite docile and harmless. Mr. Crutcher, with a degree of compassion for a man in trouble, acquiesced.



Winter Scene in Montreal, Showing One Type of Sleigh Used.—Photo by J. W. Meldrum, of Meldrum Bros., a Large Montreal Carting Company.

The owner said that the monkeys and snakes, which he had formerly possessed had been sold. Things went along all right for a day or two with this menagerie, which included a coyote, porcupine, two African hogs, two raccoons, a badger, several alligators and a few eagles. But after a few days of placitude, the monkeys and snakes, which had been purchased by a prospective negro show owner, came back, the negro being unable to "finance" his "circus." The monkey cage was not monkey-proof and the two members of the simian family were soon at large. They proved of an investigative turn of mind and before their freedom became known they had delved into the mysteries of several packages of goods, examined shipping tags, discarding those not satisfactory to them, and otherwise making themselves objectionable.

They were discovered playing tag on the fire escape. One of them was caught by the lure of a prospective feast, but the other eluded his pursuers and for several hours enjoyed the freedom of the West Bottoms. It was not particularly hard at any time, however, to find evidences of his recent whereabouts. Finally discovered, the animal still resisted capture even though attempts were made to put salt on his tail. Finally under cover of darkness he was apprehended.



Another Montreal Snow Scene, Showing a Different Type of Body. Montreal's Extremes of Climate Cause the Transferman to Have a Double Set of Vehicles.

About this time one snake died, when it was found that the warehouse was without proper undertaking facilities.

Finally, however, the troubles ended with the serving of an attachment on the owner. Mr. Crutcher emphatically states that he will accept no more "monkey" accounts.—"Implement Trade Journal."

Warehouse Statute Attacked

Papers in injunction proceedings have been served on members of the State Railway and Warehouse Commission of Minnesota, the object of attack being the new State Warehouse Law which went into effect on October 1. The enjoining order was asked for by M. W. Turner, The Stewart Transfer & Storage Co., the West Duluth Transfer Co. and the Duluth Transfer Co., all of Duluth.

According to the statement made in the proceedings the law is discriminatory and confiscatory. They say warehousing is only incidental to their other business and that its enforcement would work a hardship; that the law will deprive them of their business and property in violation of the State Constitution; that the Legislature has no right to restrict the number of persons that shall engage in the warehouse business; that the \$100 license demanded under the law is not uniform throughout the State, and that the law discriminates in favor of the cold storage and grain warehouses.—"Bulletin" American Warehousemen's Association.

Organization Necessary

Speaking generally, nothing can be accomplished without organization. This is well illustrated by the story of a man who made a trip through an insane asylum. As he walked through the grounds half a mile from the main building, he came upon an attendant, a little chap—sort of a half-portion—looking after 25 or 30 patients, many of whom weighed about twice as much as their diminutive guardian and were proportionately bigger in all ways but intellect. The visitor joined in the attendant's stroll and in the course of the conversation he asked:

"What's to hinder half a dozen of these fellows from setting up a job on you, beating you up and fleeing to the woods? If they were to get at you all at once you wouldn't stand the ghost of a show. There's no help within half a mile and you are not armed. You'd be a cinch for them."

The attendant looked at the visitor and plainly was disgusted either by what he saw or what had been said. After a moment's deliberation he replied:

"You belong here, all right, my friend. What's to hinder these men from getting together and setting up a job on me? Why, the fact is, if they could get together with anybody they wouldn't be here. That's what's the matter with them."—"Refrigerating World."

The Sale of Worn-Out Horses

A case decided recently by Charles K. Darling, referee in bankruptcy proceedings, determines an interesting point in regard to the sale of horses unfit for use. The horses in question were part of the property owned by a bankrupt express company, which did business for many years in Boston. At the sale by the master in bankruptcy these horses and others, the harness, wagons and other property were sold in one lot to a combination of bidders for the sum of \$5000 or thereabouts. The day after the sale, but before delivery, the horses were examined by an agent of the Animal Rescue League, who decided that 13 of them could not be used without cruelty to animals, being lame, worn out or otherwise disabled. The buyers desired to have these horses examined by a veterinary surgeon of

their own choice, and this was acceded to by the agent of the Animal Rescue League. The veterinary surgeon thus selected confirmed the opinion of the agent that these horses were unfit for use and therefore could not legally be sold. They were thereupon humanely destroyed. The 13 horses were appraised at \$271. One of the horses was valued at \$1.75!

An act passed by the Legislature of 1906 prohibits the sale at auction of "any horse which by reason of debility, disease, lameness or other cause, could not be worked in this commonwealth without violating the laws against cruelty to animals," and by a subsequent act, passed in the year 1913, this law was enlarged to include the sale of horses at private as well as public sale. This being the situation, the buyers of the express horses petitioned to have the value of these unfit horses deducted from the total price to be paid by them, and the point was decided in their favor by Referee Darling, who held that even a sale under order of the bankruptcy court, whose duty it is to reduce to money the assets of bankrupt estates, ought not to include a sale of horses which under the laws of Massachusetts could not lawfully be used.

It may be added, as showing the cruelty practised upon these unfortunate animals that all of them were deeply scarred on the inside of their hind legs, on their bellies by cuts of the whip—these being the places where the marks would not be seen by an ordinary observer.

There are many horses in daily use by local express companies, by pedlars and shopkeepers, as cruelly abused as were the animals in question; and the only effectual remedy is for the ordinary householder and customer to refuse all dealings with those who employ unfit horses. If every citizen would do his share, cruelty to horses in this city would soon be reduced to a minimum.—H. C. Merwin in the Boston "Herald."

Regarding Concealed Damage

For information of those unfamiliar with this subject it would advise them that there are so many elements to be considered in connection with concealed loss and damage by the shipper or receiver and the carriers, that it is necessary to take every possible precaution to prevent errors in shipping and receiving rooms which usually result in the filing of claims.

It frequently happens that the shipper or consignee will make affidavit which subsequent developments prove to be erroneous, yet the carriers are generally condemned at the time if such claims are rejected. It often occurs that concealed loss or damage is discovered when the box is unpacked and its contents checked against the invoice, the box showing no external evidence of having been tampered with. In such cases it is the duty of the consignee to immediately notify the carrier's agent in writing, and to request that examination be made of the contents of the box.

The courts have held on many occasions that upon the delivery of goods by shippers, to carriers, the title to the goods passes immediately to the consignee, and that loss or damage in the consignment therefore devolves upon the consignee.

We have recommended to members that they have a printed form of notice to be sent to the consignee, and that such form be attached to the bill of lading or shipping ticket, in the event that this document is sent to the consignee, or attached to the invoice; or to both the bill of lading or shipping ticket and the invoice.



A Moving Van in Bermuda, as Snapped by D. V. Murdoch, Murdoch Storage & Transfer Co. of Pittsburgh.

A form which has been adopted by some of our members with entirely satisfactory results is as follows:

IMPORTANT NOTICE TO CONSIGNEE Loss or Damage

Examine cases or packages before accepting. Do not give clear receipt if damaged or short. We hold a clear receipt from the transportation company that the goods have been delivered to them in good condition.

Require agent to endorse upon original freight bill shortage disclosed at time of delivery, and in case of damage to make notation of freight bill of the exact nature and extent of damage.

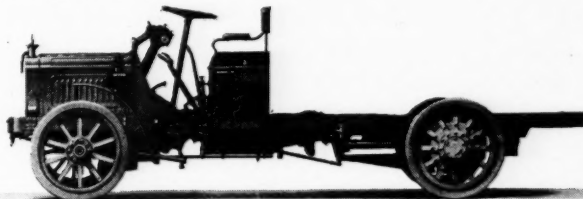
Concealed loss or damage disclosed after delivery upon opening a package should be immediately reported to the delivering agent in writing, and an examination requested with statement of the facts disclosed.—"The Van Owner."

Packard Has New Light Trucks

The new Packard light-service motor trucks, designed for the speediest and most efficient handling of comparatively light products, are now being delivered to customers, according to an announcement made by the Packard Motor Car Co., of Detroit. It is believed that many express, transfer and storage firms who are already using Packards will greet this announcement as the solution of difficult delivery problems.

These trucks, which are built in two sizes, of one to one-and-one-quarter and one-and-one-half to one-and-three-quarter tons, respectively, possess the stamina and ruggedness to withstand the stress of carrying their loads at a relatively high rate of speed. Their ease of riding is such that they will carry the most fragile burdens with safety, and their drivers in comfort.

The new trucks have been built for use not only in large fleets, but also among firms who do not operate an extensive motor delivery and whose drivers are more or less inexperienced. They represent the acme of simplicity in operation and maintenance. Centralized control, short turning radius, accessibility of working parts, making for easy repairs and adjustments, and simplicity of design are the outstanding features of the new trucks.



Side View of the New Light Packard Chassis.

Concealed Losses

The adjustment of claims for concealed loss or damage to freight has been a source of trouble to both the railroads and to shippers. Among the difficulties met with have been uncertainty as to the validity of some of the claims presented and misunderstandings between the railroads and the shippers as to the amount of evidence that must be presented to establish their validity.

In order that this subject might receive proper consideration, a conference was arranged on December 15 in this City by the Freight Claim Association. The Interstate Commerce Commission was represented.

The Conference Committee agreed upon the character of the evidence which must be produced in order to establish the validity of claims and proposed forms upon which the information might be given. Mr. J. C. Lincoln, Manager of the Traffic Bureau of The Merchants' Association, acted as Chairman of the Shippers' Committee which was charged with the preparation of the forms. The forms were adopted with the recommendation that they be approved by the Freight Claim Association and the National Industrial Traffic League in case of their acceptance by the Interstate Commerce Commission.—"Greater New York."

Famine Here, Gasoline to Soar

"An oil famine is not coming, it is here," said oil men in Bayonne connected with the Standard and Tidewater companies recently. They stated that the price of gasoline would continue to soar during the next few months at least, and disputed the figures recently given out at Washington with the announcement that the government was to investigate the increased price of gasoline.

"Washington figures make it appear that the price of gasoline is being advanced in the face of increased supplies of crude petroleum," one oil man said. "But not all crude petroleum yields the same percentage of gasoline."

"No mention is made of the stupendous expansion of the automobile industry, which is almost wholly responsible for the demand which the refiners are unable to meet, nor of the tremendous falling off of the great Cushing Pool in Oklahoma, which has declined from 300,000 barrels a day in May, 1915, to less than 100,000 barrels in December. While the total production in 1915 was in excess of 1914, the production for the last six months shows a falling off of 50,000 barrels a day, as compared with the first six months."

"Where there is increased production it consist almost entirely of crudes, which yield only a small percentage of gasoline."

St. Louis Revises Light Ordinance

On November 10, the St. Louis Team Owners' Association held its annual meeting in Trimps Hall in the west end. There was a large attendance, several hundred invitations having been mailed to team owners and friends of the members. Both young and old folks had a splendid time, dancing to the excellent music selected by the entertainment committee.

At the regular monthly meeting on December 11, the following officers were elected for the ensuing year, president, George R. Jansen; vice-president, Hupp Tevis; secretary, Frank F. Tirre; treasurer, Robert E. Mitchell; traffic manager, Farwell Walton, and sergeant-at-arms, John P. Vahrenhold.

During the month of August the city board of aldermen passed an ordinance which took the association by surprise,

the organization's first knowledge of the new law being when the police department tried to enforce it. The ordinance was one prescribing lights for all vehicles. A meeting of the association's board of directors was called and a committee appointed, the committee obtaining a stay of execution until the association could present another bill. Circular letters were sent to all owners of teams in the city, notifying them of the stay of execution procured and requesting their co-operation in defeating the unreasonable law.

The efforts of the association were entirely successful, the old law being repealed and a new one, in the framing of which the association had a hand, passed. As an example of what the old law meant to the teaming interests, one of the city's large dairy companies equipped ninety-five of their wagons with three brackets each to hold three lanterns, the cost of this equipment being \$600. The ordinance as originally passed required that all vehicles in the city should carry two white lights, visible from all directions and a red light visible only from the rear, from a half hour after sunset to half an hour before dawn.

Another section of the same ordinance required that at the extremity of a five foot or longer projection, a light should be hung at night and a "watcher" should be stationed during the day. The team owners granted that the light requirement of this section was reasonable and to the best interests of themselves and the public at large, but objected to the hiring of an extra man to watch such loaded wagons during the day as unnecessary.

As amended, only one light is required, this light to show white from in front of the vehicle and red from the rear, thus indicating the direction in which the vehicle is moving. The part regarding the hiring of a man to watch projections of loads from wagons during the day was stricken out of the other objectionable section, but the light provision left to stand.

The St. Louis Team Owners Association's members are convinced that by repealing this ordinance and having it amended to reasonableness, they have added another great piece of work to the already long list of beneficial work accomplished by the organization.

One of the association's members is making a test case as to a delivery in car load lots on a public team track, the question being whether it is the duty of the team owner or the railroad to police the car from day to day after it has been turned over for unloading. A barrel of oil disappeared between the time the teams left the car in the evening and returned for the balance of the load in the morning, when the shortage was noticed. The association is carrying the case through the Circuit Court for the member.—St. Louis Team Owners' Association, A. J. Kuepfert, Secretary.

Chicago Fender Law Invalid

The Chicago ordinance requiring the use of fenders on motor trucks has been declared invalid by the corporation counsel. The Chicago City Council has been urging the enforcement of the fender ordinance for several months, but it met with such opposition by the Illinois Manufacturers' Association and other organizations claiming that the law was unconstitutional, that it put the legality of the ordinance up to the corporation counsel.

In the law department of the city it was found that no type or types of fenders could be definitely prescribed for use, and the only course left was to provide by ordinance for a standard type determined by uniform tests. The committee in charge of the matter will take up the preparation of a new ordinance, it is understood.—"The Commercial Vehicle."

News From Everywhere Briefly Told

ALBANY, N. Y.

Security Storage & Warehouse Company

Storage Buildings, Fireproof and Non-Fireproof; buildings to let with direct track connections, suitable for any purpose; local branches; manufacturing plants; teaming, transfer and storage.

Correspondence solicited

James G. Perkins, Mgr., P. O. Box 118

ATLANTA, GA.

Cathcart Transfer & Storage Co.

Moves, Stores, Packs, Ships
Household Goods Exclusively

Office and Warehouse
6-8 Madison Ave.

BOSTON, MASS.

"WE MOVE EVERYTHING"

R. S. Brine Transportation Co.

43 India Street

Trucking, Forwarding and Rigging

BUFFALO, N. Y.

Buffalo Storage and Carting Co.

STORAGE, TRANSFER
AND FORWARDING

Warehouse on New York Central Tracks

O. J. Glenn & Son

Everything in the Line of Moving,
Carting, Packing, Storage

Office, 47 W. Swan Street
Buffalo, N. Y.

Niagara Carting Company

223 Chamber of Commerce

GENERAL CARTAGE & STORAGE

Transferring Car Loads a Specialty

CANTON, O.

Cummins Storage Company

310 East Ninth Street

STORAGE, DRAYING, PACKING AND
FREIGHT HANDLING A SPECIALTY

Unsurpassed Facilities for Handling Pool Cars

Wagner Fireproof Storage and Truck Co., Springfield, Ill.; Indianapolis Warehouse Co., West New York and Canal streets, Indianapolis, Ind.; Charles L. Carbrey, Mt. Vernon, N. Y., and the Security Warehouse Co., Minneapolis, Minn., have been elected to membership in the American Warehousemen's Association.

Terminal Warehouse Co., Kansas City, Mo., is to discontinue the warehouse business and has resigned from the American Association.

Pennsylvania Public Service Commission has refused the application of the Philadelphia & Reading Railroad Co., which sought to lay a siding over South Tenth street, Harrisburg, Pa., at grade, to the warehouse of Montgomery & Co., at the request of the latter. An application for a rehearing will probably be made.

I. M. Winslow, president and managing director of the Security Storage Warehouse Co., of Winnipeg, Manitoba, is interested in the movement to organize a Canadian Warehousemen's Association.

Security Storage Co., Washington, D. C., announces through the American Warehousemen's "Bulletin" that the company was unable to distribute the card index cabinets of the names of furniture warehousemen by January 1 as thought would be done, on account of the difficulty of obtaining the cards from the various companies. Three notices had been sent out, and early in December there were still 170 on the list from whom nothing had been heard.

La Salle Extension University, Chicago, announces the publication of a work entitled "Claims between Shippers and Carriers—A Digest of the American Decision," by Ralph Merriam. The work is represented as covering a field heretofore untouched by any traffic publication, containing a digest of every point in every reported claim decision of the American courts.

Massachusetts Association for the Protection of Horses was formed at a meeting in Young's Hotel, Boston, on December 13. The purpose of the new organization is to secure safe and better roads for horses, to secure the enforcement of the highway and traffic rules, to encourage the horse interests, the driving, riding and breeding of horses in the state.

Quick Transfer Co., Inc., is the new name of the Quick Transfer Co., of Mobile, Ala., recently reported as being in financial difficulties. M. V. Staggs is general manager for the new incorpor-

CHICAGO, ILL.

Bekins Household Shipping Co.

Reduced Rates on
Household Goods, Automobiles and
Machinery

General Offices, 38 So. Dearborn Street, Chicago
New York, Boston, Buffalo, Cincinnati

Trans-Continental Freight Co.

Forwarders of Household Goods, Machinery
and Automobiles.

Reduced Freight Rates to and from all principal
points west.

OFFICES

General Office: 203 So. Dearborn St., Chicago
Woolworth Building, New York
Old Colony Building, Boston
Ellicott Square, Buffalo, N. Y.
Union Trust Building, Cincinnati
Van Nuys Building, Los Angeles
Pacific Building, San Francisco
Alaska Building, Seattle

CINCINNATI, OHIO

"STACEY FIRST"

for

STORAGE, HAULING,
PACKING, SHIPPING

Fireproof and Non-Fireproof
Buildings

Service Guaranteed
Correspondence Solicited

The Wm. Stacey Storage Co.

2333-39 Gilbert Ave. Cincinnati, Ohio

CLEVELAND, OHIO.

THE LINCOLN FIREPROOF STORAGE CO.

5700 EUCLID AVENUE

5 MODERN WAREHOUSES
15 AUTOMOBILE MOVING VANS
Service and Satisfaction Guaranteed
Cleveland, Ohio

"The NEAL"

7208-16 Euclid Avenue, Cleveland, O.

Modern Fireproof Buildings

Service Complete

Carload Consignments Solicited

DENVER, COL.**THE WEICKER
TRANSFER AND STORAGE CO.**

Office, 1017 Seventeenth Street
New Fireproof Warehouse on Track
1447 to 51 Wynkoop Street
Storage of Merchandise and Household Goods
Distribution of Car Lots a Specialty

DES MOINES, IA.**Merchants Transfer & Storage
Company**

WAREHOUSEMEN AND FORWARDERS

General Offices - - - - - Union Station

EL PASO, TEX.**WESTERN TRANSFER
& STORAGE COMPANY**

518 SAN FRANCISCO ST.

Forwarders and Distributors—Trucking of all kinds—
Distribution Cars a specialty. Warehouse
on Track

ERIE, PA.**The Erie Storage & Carting
Company**

Packers of Pianos and Household Goods, Storage,
Carting and Parcel Delivery

Warehouse Siding, switching to all lines

FORT WAYNE, IND.**Brown Trucking Company**

MOVING, CARTING, STORAGE
AND DISTRIBUTING

125 West Columbia Street

FORT WORTH, TEX.**Binyon Transfer & Storage
Company**

265-7 West Fifteenth Street

Receivers and Forwarders of Merchandise
Furniture Stored, Packed and Moved
Handling "Pool" Cars a Specialty

HARTFORD, CONN.**The Bill Brothers Company
TRANSFER & STORAGE**

Special Facilities for Moving Machinery, Safes, Furni-
ture, Pianos, etc. **STORAGE WAREHOUSES**
with separate apartments for Household Goods and
Railroad Siding for Carload Shipments

ated company. The company has applied for membership renewal in the Illinois Furniture Warehousemen's Association, giving the National City Bank of Mobile as reference.

North Shore Fireproof Storage Co., Chicago, Ill.—which H. Jasper Latimer, of Cleveland, says has the prettiest stenographer in the storage business,—announces that two stories are being added to the warehouse at 4821 Broadway, and a private switch giving track connection with the Chicago, Milwaukee & St. Paul Railroad, constructed, thus enabling the North Shore company to handle shipments in and out of the warehouse at Chicago rates, eliminating the cartage item.

New York Furniture Warehousemen's Association announces the addition of the following to its membership list: **Bushwick Storage Warehouses**, 237 Meserole street, Brooklyn, N. Y.; **Crocker Storage Co.**, 338 Cumberland avenue, Portland, Me.; **Fidelity Storage Co.**, 1420 U street, N. W., Washington, D. C.; **Lenihan's Corona Storage & Van Co.**, Inc., Alburts avenue, corner of Sackett street, Corona, L. I., and the **Waechter & Meyer Fireproof Storage Co., Inc.**, 1230 North Clark street, Chicago, Ill.

Atlanta Baggage & Cab Co., Atlanta, Ga., which has been engaged in the passenger and baggage transfer business in the Georgia capital since 1885, and which for a long time operated fifteen taxicabs, sixty horse cabs, six motor trucks and a great number of horse drawn baggage wagons, has recently installed a fleet of Ford town cars, with which the company expects to replace all horse drawn passenger vehicles. The **Atlanta Baggage & Cab Co.** has the contracts with all railroads entering the city, and is making a rate of 25 cents per passenger in the Ford cars to and from all hotels and railroad stations, which is the same price heretofore charged for the horse drawn vehicles, and is also making a minimum charge of 50 cents in the larger cars which are being operated. If the experiment is a success, all the sixty horse drawn vehicles will be replaced with Ford town cars.

Atlas Storage Warehouse is insisted upon as the real name of that Philadelphia storage company whose appellation was made "Atlas Storage Warehouse Co." in the December number of **TRANSFER & STORAGE**.

Mr. and Mrs. S. J. Westheimer, of Houston, Tex., celebrated the twenty-fifth anniversary of their marriage in the Jewish Literary Society Hall in Houston on Tuesday, December 21.

Draymen of Cadillac, Mich., have won their first legal battle against the city by defeating an ordinance requiring the reg-

HELENA, MONT.**Benson, Carpenter & Co.**

RECEIVERS & FORWARDERS

Freight Transfer and Storage Warehouse

HANDLING "POOL" CARS A SPECIALTY
Trackage Facilities

HOUSTON, TEX.**WESTHEIMER
WAREHOUSE COMPANY**

STORAGE & DISTRIBUTING

Fireproof Warehouses. Separate Locked Rooms

LEOMINSTER, MASS.**W. K. MORSE**

LIGHT AND HEAVY TRUCKING
OF ALL KINDS

Office and Stables, rear 83 Mechanic Street
Residence, 147 Whitney Street

MANSFIELD, O.**COTTER
TRANSFER & STORAGE
Company**

GENERAL HAULING & STORAGE

MILWAUKEE, WIS.**Kinsella Transfer Company**

617 Clinton Street

WE MOVE EVERYTHING

ALL KINDS OF TEAMING

**THE UNION TRANSFER
COMPANY**

Freight-Teaming, Shipping and
Receiving Agents

Warehousing and Storage

OFFICE, 107 REED STREET

"We Deliver the Goods"

MINNEAPOLIS, MINN.**Cameron
Transfer & Storage Company**

708 Hennepin Avenue

Unsurpassed facilities for Storing, Handling, Trans-
ferring and Forwarding Merchandise and
Household Goods
Fireproof Storage

MONTREAL, CANADA**Meldrum Brothers, Limited**Cartage Contractors
Established 1857

Office, 32 Wellington Street

Unexcelled facilities for the teaming of car load, steamship importations and heavy merchandise.

NEW LONDON, CONN.**B. B. GARDNER, 18 BLACKHALL STREET**PIANO AND FURNITURE
PACKER, MOVER & SHIPPERSafe Mover—Freight and Baggage Transfer.
STORAGE**NEW YORK CITY****Julius Kindermann & Sons**
FIREPROOF STORAGE WAREHOUSESStorage for Household Effects,
Automobiles, Etc.

1360-62 Webster Ave., near 170th Street

NEW YORK CITY**The Meade Transfer Company**

General Freight Forwarders

Transfer Agents of the
Pennsylvania R. R. and Long Island R. R.

Main Office, P. R. R. Pier 1 N. R.

**Metropolitan Fire Proof
Storage Warehouse Company**

39-41 West Sixty-Sixth Street

STORAGE, CARTAGE, PACKING

**Morgan & Brother**Storage Warehouses
Motor Vans230-236 West 47th Street
New York City**West End Storage Warehouse**

202-210 West Eighty-Ninth Street

Moving, Packing and Shipping, Storage
Warehouse and Silver Vaults
NEW YORK CITY**OIL CITY, PA.****Carnahan Transfer & Storage
COMPANY**

STORAGE AND PACKING

istration of household removals. Frank Adams, a local drayman, was arrested for failure to report the moving of a family from one house to another within the city. His fellow draymen stood back of him and he fought the case, with the result that the ordinance was held invalid. "Rad."

Grand Rapids reports an attempt to pass an ordinance requiring the registration of household removals, and also an attempt to organize a teamsters' union. "Rad."

Joseph K. Orr, of the Thomas Orr Trucking & Forwarding Co., New York City, has been re-elected a director of the Motor Truck Club of America, Inc.

Patterson Transfer Co., Memphis, Tenn., has purchased the five-story North Memphis Brewery building and is converting it into a warehouse for household goods. It is said that the warehouse will have the lowest insurance rate in the city.

TRANSFER & STORAGE acknowledges the receipt of two calendars, one from the Hamilton Park Warehouse, of Chicago, which, being the first one in, gets the position of prominence over the Editor's desk, and the other, the second one in, the secondary position over the assistant manager's desk. Both are where everyone entering the office can see them. One is always in constant view of the Editor's office and the other of the General Manager's. The second calendar is from the Westfield Storage Co., Westfield, N. J. It is illustrated with one of the Westfield company's big five-ton Pierce-Arrow moving vans, painted yellow, with the big arrow trade mark of the Westfield Storage on the side. Another useful New Year's remembrance is a neat little paper cutter from the Model Storage Warehouses, Newark, N. J. The Editor didn't get a chance at this, the General Manager permitting him to look at it from afar off. New Jersey is getting to be some state.

Prosperity in the manufacture and sale of pleasure and commercial motor vehicles has necessitated the employment of 3,000 men by the Thomas B. Jeffery Co., of Kenosha, Wis., as compared with 1,300 a year ago.

Herman Mfg. Co., Washington, D. C., sometime ago announced through the advertising columns of TRANSFER & STORAGE, a new non-skidding device for motor vehicles as an addition to a line of non-slipping winter overshoes for horses. The new device consists of a strap and double chain, the chain going around the tire and the strap around the spoke and inside of the wheel. The manufacturers are offering special prices to transfer companies.

PARKERSBURG, W. VA.**Parkersburg Transfer &
Storage Co.**

101-113 ANN STREET

Distributing and Forwarding Agents
Track in Building**PHILADELPHIA****CITIZENS' EXPRESS COMPANY****Theo. Gabrylewitz**

Drayman—Shipper—Distributor

HEAVY HAULING

Parcel Delivery Auto Delivery
31 North Sixth Street**PITTSBURGH, PA.****Haugh & Keenan
Storage & Transfer Company**

Center and Euclid, East End

PITTSBURGH, PA.

PITTSBURGH, PA.**H O E V E L E R
Warehouse Company**

Movers and Storers

4073-4075 Liberty Ave., Pittsburgh, Pa.

**MURDOCH
Storage & Transfer Co.**

Successor to

W. A. Hoevler Storage Company
Office and Warehouses

546 NEVILLE STREET, PITTSBURGH, PA.

**J. O'NEIL, EXPRESS AND
STORAGE**

813 W. Diamond Street, Northside

Unsurpassed Facilities for Storing,
Handling, Transferring and
Forwarding Goods**UNION STORAGE CO.,**

Liberty and Second Avenue

GENERAL, COLD AND BONDED STORAGE
TRANSFERRING AND FORWARDING**Weber Express & Storage Co.**

4620 Henry Street

Moving, Packing and Storing
of Furniture and PianosGENERAL
HAULING

PORTLAND, ME.**Chase Transfer Company**

General Forwarding Agents

Eastern Steamship Company, Maine Steamship
Company, Grand Trunk Railway

Special Attention to Carload Consignment

PORTLAND, ORE.**Northwestern Transfer Co.**

64 and 66 Front Street

GENERAL FORWARDING AGENTS

Special Attention Given to "Pool" Cars

POCATELLO, IDAHO**Hannifan's
Transfer & Storage Co.**

CARLOAD DISTRIBUTERS

Agents for shippers of household goods,
automobiles, machinery and other com-
modities. Pocatello is the leading distri-
bution center of the Northwest.**SPRINGFIELD, MASS.****Central Storage Warehouse**STORAGE AND DISTRIBUTING
PACKING, CARTING, SHIPPING**ST. LOUIS, MO.****Columbia Transfer Company**Special attention given to the
distribution of carload freight

Depots:

St. Louis, Mo., and East St. Louis, Ill.

Two men delivered 17 pianos
in one day with this truck.**W. T. SLEIGHT MFG. CO.**

303 Wulsin Bldg. Indianapolis, Ind.

Owners of automobiles and trucks har-
boring patriotic sentiments are requested
to assist in the organization of the Auto-
mobile Reserve Corps, the purpose of
which is to assist in the rapid mobiliza-
tion of the American Army in case of
trouble. The Automobile Reserve Corps
has the sanction of Secretary of War
Garrison and other officials of the state
and national governments and the offi-
cers of the state militias. Full particu-
lars may be obtained from the temporary
chairman of the National Committee,
Home Defense Motorists, G. T. Bindbeu-
tel, 239 West Thirty-ninth street, New
York City.

Philadelphia "Public Ledger" reports
that five-ton motor trucks are making
trips between Philadelphia and New
York carrying freight which the rail-
roads cannot handle because of the ac-
cumulation of freight and the congestion
at New York City terminals. Household
goods are often carried between the two
cities in this manner and have been for
sometime.

Team owners of Newark and Hudson
counties in New Jersey are taking an
active interest in the paving of the New-
ark Turnpike with wood blocks and the
advisability of beginning injunction pro-
ceedings to halt the work are being
discussed.

Owners of teams in Philadelphia en-
gaged in keen competition in that city
recently, two bids for doing the munic-
ipal teaming being the lowest on record
in spite of ever increasing costs. One
bid was for \$4.00 and another was \$3.99.
The high price was \$5.60.

Found!*What every transfer-
man wants***THE G G G
HAME (Trade Mark)
FASTNER***Guaranteed*"The G G G" is stamped
on every Fastner**\$4.00 per Dozen, Delivered**

FOR SALE BY DEALERS

**G G G METAL
STAMPING CO.**

Warren, Pa.

P. F. BURKE
DANRELL & D STS. SO. BOSTON, MASS.
MANUFACTURER OF
PATENT STEEL TOE CALKS
BLUNT AND SHARP
Also BURKE'S IMPROVED
HORSE SHOERS' FOOT VISE
DIES FOR WELDING SHARP CALKS

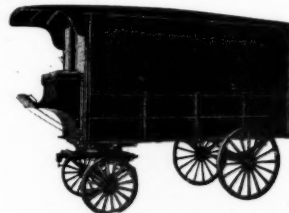
**Warehouse and
Van Supplies**Furniture and Piano Mov-
ers' Equipment, Wagon,
Van and Auto Truck Covers**Furniture
Loading Pads**Piano Moving Covers, Piano
Dust Covers, Piano Hoists,
Hoisting Belts, Surcingle Belts,
Piano Dollies, Etc.

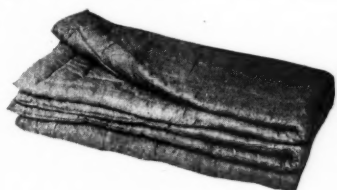
Write for Prices Telephone Main 2691

Manufactured by

F. F. HOPKINS MFG. CO.

322 W. Lake St. CHICAGO, ILL.

The Cheapest is never the most Economical.
Winkler-Grimm Vans last longer, therefore are most
economical.Catalog 32C free on request
WINKLER-GRIMM CORPORATION
formerly Winkler Bros. Mfg. Co.
310 Anthony St. SOUTH BEND, IND.



Loading Pads
Wagon Covers, Piano Covers
Piano Dust Covers
Keyboard Covers
Parlor or Baby Grand Covers
Canvas Goods, Twine,
Rope, Etc.

WM. A. IDEN CO.

564 Washington Blvd. Chicago, Ill.

NEW FEDERAL 2-TONNER

A new 2-ton model has just been brought out by the Federal Motor Truck Co. of Detroit, Mich. It is the result of an increased demand from Federal distributors and owners of Federal trucks for a vehicle with a load capacity between the 1½- and 3½-ton models previously offered by the Federal company.

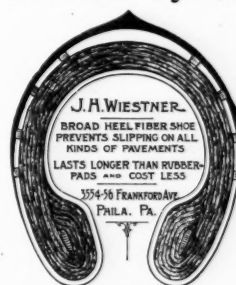
Short specifications of the newcomer follow:

Price	\$2,100
Wheelbase	144 or 168 inches
Continental motor	4½ x 5¼
Ignition	Single, Eisemann
Gearset	Selective
Final drive	Worm
Tires (solid), fronts	36 x 4
rears	36 x 36 or 36 x 4 dual

9,115 PENN. TRUCKS

During 1915 there were 9,115 motor trucks registered in Pennsylvania. Tractors numbered 2,196 and trailers 185.

The Economy Shoe



Patented.

Although this shoe costs less, it has all others beaten by tests as a gripper on smooth pavements—not only for a few days, but until it is worn out. It has no equal for relieving lame, tender or shelly feet. All who have tried this shoe praise it. Fits hot or cold.

It will pay you to write to

JOHN H. WEISTNER, Mfrg.
3554-56 Frankford Ave. Philadelphia, Pa.

ANOTHER SERVICE

Until further notice, all For Sale, Help Wanted, Positions Wanted and other similar advertisements, not exceeding 40 words, will be published in three successive issues without charge. This offer applies only to individuals and firms actually engaged in the transfer and storage business who are paid subscribers of TRANSFER & STORAGE. We reserve the right to reject any advertisement. Advertisements may be worded so that replies go direct to advertisers or through our office.



FOR SALE

FOR SALE CHEAP: Three drays, capacity 3 tons, suitable for farm or general trucking, equipped with either flat body or box. Will paint or letter to suit purchaser. Reason for selling, replaced with auto trucks. Will pay railroad fare to purchaser within a radius of 50 miles. P. O'Malley & Son, Geneva, N. Y. Jan.—3t

Storage business in city of 24,000. Storage has 60 lock spaces with 20 room apartment attached, large garage. All for \$11,000. Always full, a money maker. Address, Box 48, care TRANSFER & STORAGE, 35-37 West 39th St., New York City Dec. 15—3t

We have the best truck proposition for storage or transfermen in a new 2-, 3- or 5-ton truck. As agents for the Avery trucks we will divide dealer's commission with any transfer company. Cash or credit. William E. Good Transfer Co., 140 E. Third St., Dayton, O. Dec. 15—3t

Transfer and storage business. Making money. Owner wishes to retire. Population 30,000. Concrete building. Only fireproof

warehouse in town. Address, Box 102B, care TRANSFER & STORAGE, 35-37 West 39th St., New York City. Jan.—3t

Fine moving van in good condition. Body 13 ft. 7 in. long, 7 ft. high, 5 ft. 7 in. wide. Will sacrifice for \$125. F.O.B. St. Louis. New York Storage Co., 2219 Wash St., St. Louis, Mo. Jan.—3t

Gibson Oat Crusher and Elevator used in connection with same. Both in good condition. Price \$50.00. Columbia Transfer Co., 822 Clark avenue, St. Louis, Mo.

Transfer and storage combined with second hand furniture business. Storage space can be doubled. Present space full. Equipped to pack and ship household goods. Located in South. Town of 25,000. Owner must sell account of health. Address Box 103S, care TRANSFER & STORAGE, 35-37 West 39th St., New York City. Jan.—3t

Storage business and three-story brick buildings, 40x90 and 40x115. Track in building. Centrally located in the best business city of 20,000 in Ohio. If sold at once, will sell for less than one-half of what the buildings cost. Address W. H. Davis, 283 Main Street, Ashtabula, Ohio. Jan. 3t.

FOR RENT

Transfer Building at Lansing, Michigan. Three-story and basement, brick, 40x120 feet, with 19,200 square feet of floor space. Offices, showroom, lavatories, elevator—everything necessary for transfer and storage business. Railroad siding along entire building. Address Box 101J, care TRANSFER & STORAGE, 35-37 West 39th St., New York City. Jan.—3t

WANTED

We are in the market for two or three second-hand Piling Machines which are in good condition. Two of the machines to pile eight feet high, and the third twelve feet high. The Quackenbush Warehouse Co., Scranton, Pa. Jan.—3t

Position as stable manager or foreman, private or commercial. Thoroughly understands all duties of stable management. Graduate veterinary surgeon. Best of references. Address Box 54, TRANSFER & STORAGE, 35-37 West 39th St., New York City. Dec. 15—3t

We are the Original and Only Manufacturers of the Famous



**STAG BRAND
WATERPROOF
Horse and Wagon
Covers**

For Sale by All Leading
Saddlers throughout the
United States :: ::

Phones: { C. D. & P. 28 Court
 { P. & A. 28 Main

Pittsburgh Waterproof Company
435 Liberty Street, Pittsburgh, Pa.

Any man who owns a horse



makes a mistake if he neglects asking what nails are used in shoeing him.

To have "Capewell" nails used for any and all kinds of service is the wisest precaution a horse owner can take.

**Capewell Nails
Hold the Best**



This means the most economical shoeing; the most secure footing for the horse; prevents lost time and trouble for the driver.

It will always pay you to have "Capewell" nails used. Best nail in the world at a fair price—not cheapest regardless of quality.

**The
Capewell Horse Nail Co.**

Hartford, Conn., U. S. A.

Largest Makers of Horse Nails in the World

Have you sent
in your listing
for the

**Transfer & Storage
Directory**





We Have Blazed the Pure Feed Trail

As the sturdy Pioneer marked the trail of our great western civilization—we have blazed the great Eastern Trail for **PURE** Feed. We have gathered the golden grain from our fertile fields, ground and mixed them with Pure Sweet Cane Molasses from our Southland and laid it at the door of the consumer of the Great East.

Hundreds have used **Excello Horse Feed** and have profited by it and every day brings us new friends. Our progress has been like that of the Pioneer—slow and steady, but the goal is reached. We have paved the Pure Feed highway and to-day **Excello Horse Feed** is known for its purity and economy in the largest and best markets of the world. When you feed **Excello** you are feeding the best. Order more to-day.

Excello Feed Milling Co.

St. Joseph, Mo.

Write for Price and Booklet

"We are absolutely independent and have no connection with the Excelsior Wrapper Trust."

Use
Excelsior
Packing
Pads



on your packing jobs. They combine economy and neat work with absolute protection to the goods packed. Your customer will be pleased.

Why not try them on your very next job? Write us now for prices; you will be surprised how low they are. A trial will prove to you that they are very profitable to use.



H. W. Selle & Co.

1000-1016 N. Halsted St.
Chicago, Ill.

To the Progressive Warehouseman

Have you outgrown your present quarters?

Are you losing business for lack of fireproof storage accommodations?

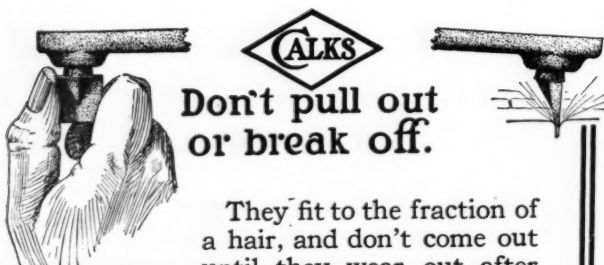
A modern fire-proof storage warehouse is *the* business getter—Money Maker.

Consult those who are acknowledged foremost in their line—who can help you solve your problems—Can assist you in financing your new warehouse if necessary.

MOORES & DUNFORD

New York
43 Exchange Place

Chicago
10 S. La Salle St.



**Don't pull out
or break off.**

They fit to the fraction of a hair, and don't come out until they wear out after long service. They not only stay in because they fit, but stay in longer because they wear longer.

DIAMOND CALKS

don't break off either—because the steel used is as hard and tough as it is possible to make it.

Diamond Shoes are made with just as much care and skill—they are perfect shape—easy to fit—guaranteed frost-proof, and, together with diamond calks, are the most economical footwear for horses that money will buy.

Ask for Catalogue and Price List

Diamond Calk Horse Shoe Co.
Duluth, Minn.

"They wear like a diamond"

Packing Household Goods for Storage and Shipment

By GRANT WAYNE

✓ This able Treatise can now be had in booklet form.

Furniture warehousemen are using it to educate their patrons up to a higher standard of packing household goods.

Your estimator will find it easier to obtain satisfactory prices for packing jobs if you teach your patrons the difference between good packing and bad packing.

We will print your advertisement on the outside back cover of this booklet without charge on orders of 1,000 or more.

1,000 for	...	\$25.00
500 for	...	14.00
100 for	...	3.00

A post card will bring a sample.

Transfer & Storage

35-37 W. 39th St., New York, N. Y.



HERMAN SOLID AND DUAL TIRE SKID CHAINS

For mud or snow. Made of special short twisted links. Short twisted links are easiest on your tires. Made of hard steel. The cross chains are double and linked together on two strap rings, permitting the worn links to be shifted from the center. Each link of this chain wears down evenly.

Heretofore when your two center links were out on a single Chain, you lost your chain.

Our Chain gives you 4 times the wearing surface.

Wrap web strap one time around spoke.

Buckled on in a minute.

No rusty or frozen nuts, bolts, snaps or levers to lose time with. Write for our SPECIAL PRICES to Transfer Companies.

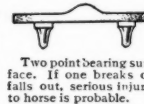
HERMAN MFG. CO.

1420 Pennsylvania Avenue, Washington, D. C.



Be Humane To Your Horse

If Your shoes were spiked would you enjoy walking on hard pavement?



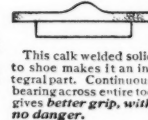
Your horse, because of his weight, should have Toe Calks which give a broad contact with the pavement, in order to keep his bones and tendons in their natural positions.

Sweet's Toe Calks

give your horse a good, firm grip on the road and prevent slipping, sore tendons, and ring bones.



Ask your shoer why SWEET'S TOE CALKS are best for your horse.



This calk welded solid to shoe makes it an integral part. Continuous bearing across entire toe gives better grip, with no danger.

One lost calk may injure the ankle and spoil the horse.

FRANKLIN STEEL WORKS

Joliet, Ill. Cambridge, Mass. Hamilton, Ont.

Buying Feed for Your Horses Should Be More Than an Incident with You—It Should Be a Study

Are you giving the feed question the thought it deserves?

The feed you give your horses must be "fuel" and "oil" both—supplying ample motive power and fully replacing the wasting tissues. Grain is an excellent basis but it must be supplemented by other feeds that supply the necessary proportions of protein, carbohydrates and fat to balance the grain.

H. & S. Alfalfa Feed

is a scientifically mixed ration which will positively add weight and impart health and strength to your horses. Combined with grain it produces an all-nourishing, easily digested feed on which your horses are bound to thrive.

The illustration will show you the result of "Scientific Feeding." H. & S. Alfalfa Feed has done wonders for thousands of horses. It will accomplish precisely the same for yours.



The result of intelligent use of H. & S. Alfalfa Feed

DWIGHT E. HAMLIN

THIRTY-EIGHTH STREET & A. V. R. R.

PITTSBURGH, PA.

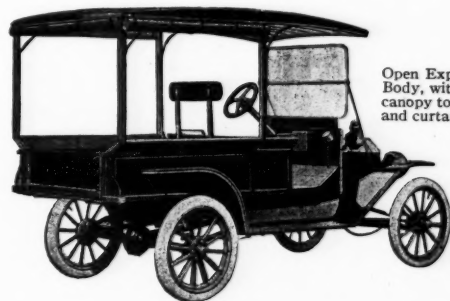
Established in 1866

Transfer and Delivery Wagons



Soon show the kind of material that has been put into them. Our wagons are carefully constructed with the very best material and workmanship. All lumber used in constructing our wagons is air-seasoned. We guarantee the durability of our wagons and they will stand the wear and tear to which this class of vehicles is subjected. Write to-day for our catalogue. Do it now.

Koenig & Luhrs Wagon Co.
Quincy, Ill.



Open Express Body, with canopy top and curtains

Highland Bodies

The Standard of Delivery

Start the new year right with stylish, efficient "Highlandized" motor-delivery.

You'll save time, save money and please your customers.

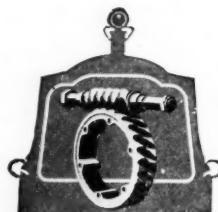
There's a standard Highland body that will just fit your business needs. Write today for catalog.

No. 10 Commercial Bodies for light chasses.

No. 15 Commercial Bodies for Ford chasses.

Highland Body Manufacturing Co.

107 Elmwood Place, Cincinnati, O.



THE PRACTICAL AND PROFIT-
ABLE CARRIER FOR EXPRESS OR
TRANSFER SERVICE IS A

Packard

CHAINLESS TRUCK

It will maintain daily a delivery route that horses cannot attempt without relaying.

It will give maximum service day in and day out, regardless of weather or traffic conditions.

It will begin the job when you wish, and stay with it until it is completed. It will not tire.

It will serve territory ordinarily inaccessible with horse equipment.

It will bring you more business by advertising your service and satisfying your customers.

It will keep constantly busy—demountable bodies may be loaded at central depots while the truck is covering a route.

Packard Chainless Trucks are built in seven sizes, from 1-1¼ to 6-6½ tons' capacity, respectively. You can pick the truck for the task from the complete Packard line.

All sizes are uniform in design. There are optional frame lengths and speeds in each size: long chassis for light, bulky loads, short sizes for concentrated weights.

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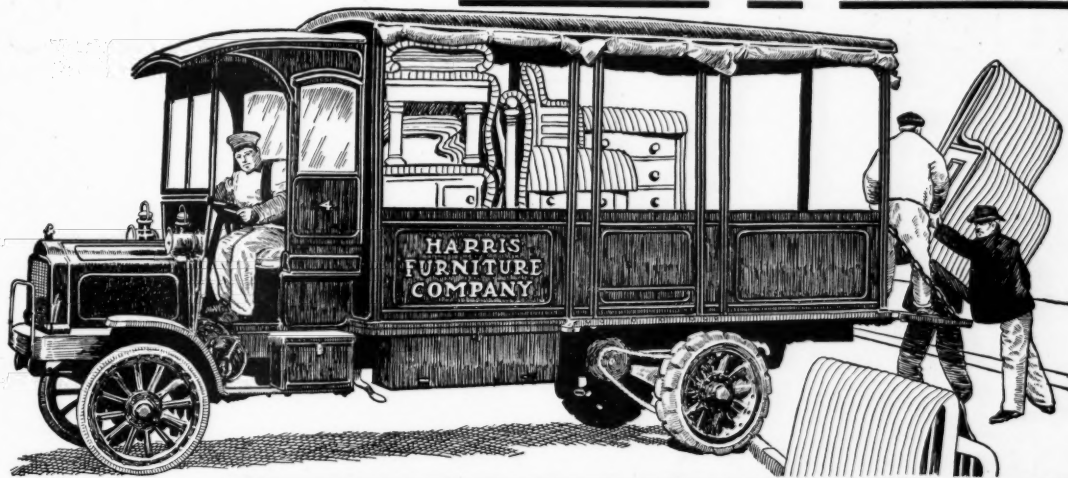
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